MTA 2012 Preliminary Budget

July Financial Plan 2012-2015

Volume 2
July 2011

Metropolitan Transportation Authority

OVERVIEW

MTA 2012 PRELIMINARY BUDGET
JULY FINANCIAL PLAN 2012-2015
VOLUME 2

The MTA's July Plan is divided into two volumes. Volume 1 consists of financial schedules supporting the complete MTA-Consolidated Financial Plan, including an Executive Summary, baseline and below-the-line Fare/Toll Increases, MTA Initiatives, and MTA Re-estimates. Volume 1 also includes descriptions of the below-the-line actions as well as the required Certification by the Chairman and Chief Executive Officer, a description of the MTA Budget Process, and the Proposed 2012-2014 Capital Program Funding Strategy.

Volume 2 includes MTA-Consolidated financial and position schedules as well as narratives that support the baseline projections included in the 2012 Preliminary Budget and the Financial Plan for 2012 through 2015. Also included are the Agency sections which incorporate descriptions of Agency Programs with supporting baseline tables and required information related to the MTA Capital Program.

Important Note on LI Bus:

Earlier this year, Nassau County announced that it would be proceeding with an award of a contract to privatize bus and paratransit services in the County of Nassau and that the bus and paratransit services currently furnished by LI Bus are to be furnished by a private operator by January 1, 2012. In June, 2011, the County Executive announced its selection of a private operator.

The MTA Board in April 2011 approved a resolution authorizing actions to facilitate Nassau County's transition to provision of bus and paratransit services by a private operator on or before January 1, 2012. Consistent with the Board's authorization, LI Bus has given notice of the termination of the existing Lease & Operating Agreement between Nassau County and LI Bus effective as of December 31, 2011. The MTA has agreed to continue existing levels of service through 2011 due to additional one-time financial assistance that has been provided by the State Senate.

Consistent with these developments, this financial plan assumes the cessation of LI Bus operations on December 31, 2011. For 2012 and beyond, it assumes the exclusion of LI Bus as a separate operating entity from all budget forecasts for revenue, expenses, cash, subsidies, and headcount. Under the Lease & Operating Agreement, expenses that may be incurred post-December 31, 2011, in connection with the wind down of LI Bus will primarily be the financial responsibility of Nassau County.

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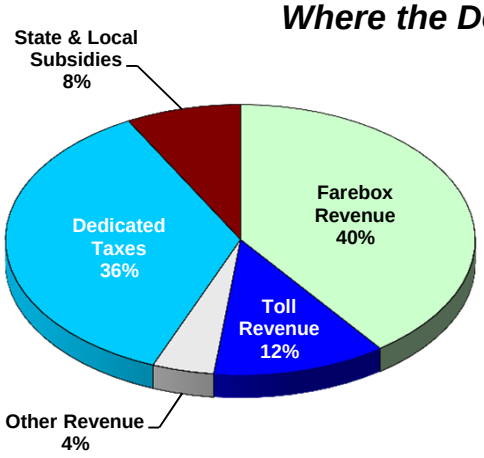
I. MTA Consolidated 2011-2015 Financial Plan-Baseline

MTA 2012 Preliminary Budget

Baseline Before Below-the-Line Adjustments

Non-Reimbursable

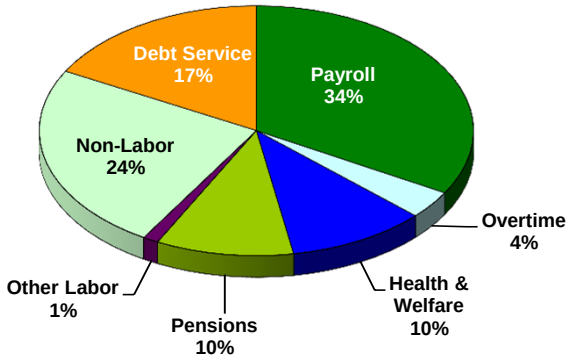
Where the Dollars Come From …



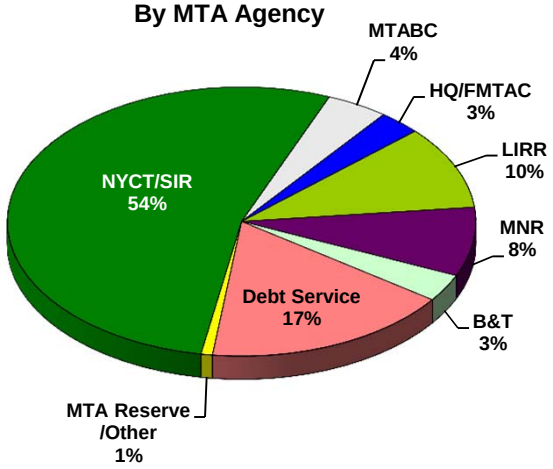
By Revenue Source ($ in millions)	
Farebox Revenue	$5,033
Toll Revenue	1,510
Other Revenue	536
Dedicated Taxes	4,546
State & Local Subsidies	1,000
Total	$12,625

Where the Dollars Go …

By Expense Category



By MTA Agency



By Expense Category ($ in millions)	
Payroll	$4,220
Overtime	459
Health & Welfare	1,308
Pensions	1,299
Other Labor	147
Non-Labor	3,069
Debt Service	2,168
Total	$12,668

By MTA Agency [1] [2] ($ in millions)	
NYCT/SIR	$6,756
MTABC	539
HQ/FMTAC	370
LIRR	1,269
MNR	1,049
B&T	417
Debt Service	2,168
MTA Reserve	100
Total	$12,668

Expenses exclude Depreciation, OPEB obligation and Environmental Remediation.

[1] *The financial plan assumes the cessation of LI Bus operations on December 31, 2011. For 2012 and beyond, it assumes the full exclusion of LI Bus as a separate operating entity from all budget forecasts for revenue, expenses, cash, subsidies, and headcount.*

[2] *MTA Capital Construction is not included in the above charts, as its budget contains reimbursable expenses only.*

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan 2012-2015

MTA Consolidated Statement Of Operations By Category

($ in millions)

Line No.	Non-Reimbursable	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
10	***Operating Revenue***						
11	Farebox Revenue	$4,586	$4,982	$5,033	$5,095	$5,177	$5,250
12	Toll Revenue	1,417	1,503	1,510	1,509	1,516	1,523
13	Other Revenue	491	507	536	566	601	642
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	**Total Operating Revenue**	**$6,495**	**$6,991**	**$7,079**	**$7,170**	**$7,294**	**$7,415**
16							
17	***Operating Expense***						
18	**Labor Expenses:**						
19	Payroll	$4,171	$4,211	$4,220	$4,243	$4,350	$4,452
20	Overtime	443	496	459	459	465	474
21	Health & Welfare	738	792	876	968	1,069	1,177
22	OPEB Current Payment	356	377	432	482	531	584
23	Pensions	1,030	1,088	1,299	1,314	1,378	1,435
24	Other-Fringe Benefits	540	479	482	495	511	528
25	Reimbursable Overhead	(345)	(349)	(336)	(324)	(328)	(322)
26	**Sub-total Labor Expenses**	**$6,933**	**$7,093**	**$7,432**	**$7,636**	**$7,977**	**$8,328**
27							
28	**Non-Labor Expenses:**						
29	Traction and Propulsion Power	$325	$346	$374	$412	$457	$522
30	Fuel for Buses and Trains	190	248	258	270	276	291
31	Insurance	10	16	25	35	48	58
32	Claims	285	204	211	221	230	238
33	Paratransit Service Contracts	380	384	462	553	660	773
34	Maintenance and Other Operating Contracts	542	627	626	642	674	723
35	Professional Service Contracts	203	212	221	225	233	237
36	Materials & Supplies	511	574	590	626	652	679
37	Other Business Expenses	190	177	165	173	175	179
38	**Sub-total Non-Labor Expenses**	**$2,636**	**$2,787**	**$2,932**	**$3,158**	**$3,405**	**$3,701**
39							
40	**Other Expense Adjustments:**						
41	Other	($18)	$16	$37	$35	$35	$36
42	General Reserve	0	50	100	100	100	100
43	**Sub-total Other Expense Adjustments**	**($18)**	**$66**	**$137**	**$135**	**$135**	**$136**
44							
45	**Total Operating Expense before Non-Cash Liability Adjs.**	**$9,550**	**$9,946**	**$10,501**	**$10,929**	**$11,518**	**$12,165**
46							
47	Depreciation	$1,981	$2,114	$2,195	$2,265	$2,351	$2,455
48	OPEB Obligation	1,167	1,241	1,256	1,284	1,312	1,347
49	Environmental Remediation	19	9	9	9	9	9
50							
51	**Total Operating Expense**	**$12,717**	**$13,310**	**$13,961**	**$14,487**	**$15,190**	**$15,976**
52							
53	Dedicated Taxes and State/Local Subsidies	$4,841	$5,154	$5,545	$5,806	$6,066	$6,248
54	Debt Service (excludes Service Contract Bonds)	(1,781)	(1,987)	(2,168)	(2,305)	(2,448)	(2,570)
55							
56	**Net Deficit After Subsidies and Debt Service**	**($3,163)**	**($3,151)**	**($3,504)**	**($3,816)**	**($4,278)**	**($4,882)**
57							
58	Conversion to Cash Basis: Non-Cash Liability Adjs.	$3,166	$3,363	$3,460	$3,558	$3,672	$3,811
59	Conversion to Cash Basis: GASB Account	(67)	(38)	(59)	(63)	(66)	(68)
60	Conversion to Cash Basis: All Other	93	(252)	(245)	(283)	(357)	(415)
61							
62	**CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER**	**$30**	**($78)**	**($347)**	**($604)**	**($1,029)**	**($1,555)**

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2012-2015
MTA Consolidated Accrued Statement of Operations By Agency
($ in millions)

Line No	Non-Reimbursable		2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
9	***Total Operating Revenue***							
10	New York City Transit		$3,602	$3,908	$4,009	$4,080	$4,171	$4,261
11	Bridges and Tunnels		1,433	1,516	1,524	1,523	1,530	1,536
12	Metro-North Railroad		574	611	625	640	655	671
13	Long Island Rail Road		558	606	613	618	624	630
14	MTA Bus Company		190	200	202	204	206	208
15	MTA Headquarters		57	56	58	58	59	60
16	Long Island Bus		45	48	0	0	0	0
17	Staten Island Railway		7	7	7	8	8	8
18	First Mutual Transportation Assurance Company		30	39	40	41	41	42
19		**Total**	**$6,495**	**$6,991**	**$7,079**	**$7,170**	**$7,294**	**$7,415**
20								
21	***Total Operating Expenses before Non-Cash Liability Adjs.*** [1]							
22	New York City Transit		$6,155	$6,296	$6,715	$6,996	$7,404	$7,811
23	Bridges and Tunnels		383	397	417	435	458	492
24	Metro-North Railroad		920	1,003	1,049	1,107	1,155	1,194
25	Long Island Rail Road		1,131	1,190	1,269	1,309	1,387	1,518
26	MTA Bus Company		501	525	539	554	569	593
27	MTA Headquarters		308	323	344	363	384	404
28	Long Island Bus		132	124	0	0	0	0
29	Staten Island Railway		38	34	41	40	42	44
30	First Mutual Transportation Assurance Company		1	(12)	(10)	(11)	(16)	(26)
31	Other		(20)	66	137	135	135	136
32		**Total**	**$9,550**	**$9,946**	**$10,501**	**$10,929**	**$11,518**	**$12,165**
33								
34	***Depreciation***							
35	New York City Transit		$1,290	$1,400	$1,475	$1,550	$1,625	$1,700
36	Bridges and Tunnels		78	86	90	94	104	112
37	Metro-North Railroad		219	219	223	232	244	256
38	Long Island Rail Road		319	318	317	309	298	307
39	MTA Bus Company		40	42	42	42	42	42
40	MTA Headquarters		25	41	39	27	28	29
41	Long Island Bus		0	0	0	0	0	0
42	Staten Island Railway		9	9	9	9	9	9
43	First Mutual Transportation Assurance Company		0	0	0	0	0	0
44		**Total**	**$1,981**	**$2,114**	**$2,195**	**$2,265**	**$2,351**	**$2,455**
45								
46	***Other Post Employment Benefits***							
47	New York City Transit		$881	$919	$930	$944	$963	$980
48	Bridges and Tunnels		55	57	59	63	60	66
49	Metro-North Railroad		46	56	60	64	68	72
50	Long Island Rail Road		65	75	77	80	82	84
51	MTA Bus Company		52	55	55	56	57	58
52	MTA Headquarters		58	67	71	75	79	84
53	Long Island Bus		9	9	0	0	0	0
54	Staten Island Railway		2	3	3	3	3	3
55		**Total**	**$1,167**	**$1,241**	**$1,256**	**$1,284**	**$1,312**	**$1,347**
56								
57	***Environmental Remediation***							
58	New York City Transit		$11	$0	$0	$0	$0	$0
59	Bridges and Tunnels		0	0	0	0	0	0
60	Metro-North Railroad		4	7	7	7	7	7
61	Long Island Rail Road		(0)	2	2	2	2	2
62	MTA Bus Company		4	0	0	0	0	0
63	Staten Island Railway		0	0	0	0	0	0
64		**Total**	**$19**	**$9**	**$9**	**$9**	**$9**	**$9**
65								
66	***Net Operating Income/(Deficit)***							
67	New York City Transit		($4,735)	($4,707)	($5,111)	($5,410)	($5,821)	($6,229)
68	Bridges and Tunnels		917	976	957	930	908	866
69	Metro-North Railroad		(615)	(674)	(714)	(771)	(818)	(859)
70	Long Island Rail Road		(957)	(979)	(1,052)	(1,082)	(1,145)	(1,282)
71	MTA Bus Company		(408)	(422)	(435)	(449)	(462)	(485)
72	MTA Headquarters		(334)	(375)	(396)	(408)	(432)	(456)
73	Long Island Bus		(95)	(85)	0	0	0	0
74	Staten Island Railway		(42)	(39)	(46)	(45)	(47)	(48)
75	First Mutual Transportation Assurance Company		29	51	50	52	58	68
76	Other		20	(66)	(137)	(135)	(135)	(136)
		Total	**($6,222)**	**($6,318)**	**($6,882)**	**($7,317)**	**($7,896)**	**($8,561)**

Note: [1] Excludes Debt Service

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2012-2015
MTA Consolidated Cash Receipts and Expenditures
($ in millions)

Line No	Cash Receipts and Expenditures	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
11	**Receipts**						
12	Farebox Revenue	$4,613	$5,032	$5,069	$5,143	$5,219	$5,293
13	Other Operating Revenue	505	561	559	590	626	667
14	Capital and Other Reimbursements	1,427	1,527	1,440	1,413	1,429	1,443
15	**Total Receipts**	**$6,544**	**$7,120**	**$7,068**	**$7,147**	**$7,273**	**$7,403**
16							
17	**Expenditures**						
18	***Labor:***						
19	Payroll	$4,567	$4,663	$4,578	$4,595	$4,708	$4,805
20	Overtime	543	578	532	531	540	548
21	Health and Welfare	752	841	904	999	1,102	1,212
22	OPEB Current Payment	347	364	415	464	511	563
23	Pensions	1,170	1,090	1,305	1,319	1,363	1,425
24	Other Fringe Benefits	579	587	580	589	608	626
26	Contribution to GASB Fund	67	38	59	63	66	68
27	Reimbursable Overhead	0	0	0	0	1	1
28	**Total Labor Expenditures**	**$8,026**	**$8,162**	**$8,372**	**$8,559**	**$8,900**	**$9,247**
29							
30	***Non-Labor:***						
31	Traction and Propulsion Power	$327	$379	$377	$414	$460	$526
32	Fuel for Buses and Trains	195	246	258	270	276	291
33	Insurance	10	35	31	39	54	65
34	Claims	210	191	184	199	210	216
35	Paratransit Service Contracts	386	381	457	548	655	768
36	Maintenance and Other Operating Contracts	551	624	603	613	631	658
37	Professional Service Contracts	202	232	225	237	249	252
38	Materials & Supplies	566	651	680	714	761	790
39	Other Business Expenditures	208	181	167	174	177	180
40	**Total Non-Labor Expenditures**	**$2,656**	**$2,920**	**$2,983**	**$3,209**	**$3,472**	**$3,746**
41							
42	***Other Expenditure Adjustments:***						
43	Other	$56	$88	$109	$115	$122	$133
44	General Reserve	0	50	100	100	100	100
45	**Total Other Expenditure Adjustments**	**$56**	**$138**	**$209**	**$215**	**$222**	**$233**
46							
47	**Total Expenditures**	**$10,738**	**$11,220**	**$11,564**	**$11,982**	**$12,594**	**$13,226**
48							
49	**Net Cash Deficit Before Subsidies and Debt Service**	**($4,194)**	**($4,100)**	**($4,497)**	**($4,835)**	**($5,321)**	**(5,823)**
50							
51	Dedicated Taxes and State/Local Subsidies	$5,396	$5,377	$5,669	$5,872	$6,053	$6,121
52	Debt Service (excludes Service Contract Bonds)	(1,172)	(1,354)	(1,520)	(1,641)	(1,761)	(1,853)
53							
54	**CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER**	**$30**	**($78)**	**($347)**	**($604)**	**($1,029)**	**($1,555)**

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2012-2015
MTA Consolidated Cash Statement of Operations By Agency
($ in millions)

Line Number			2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
9	***Total Receipts***							
10	New York City Transit		$4,541	$4,931	$4,924	$4,969	$5,054	$5,159
11	Metro-North Railroad		784	821	845	860	880	903
12	Long Island Rail Road		791	898	875	880	889	891
13	MTA Bus Company		193	211	213	215	218	220
14	MTA Headquarters		112	123	130	141	150	147
15	Long Island Bus		60	55	0	0	0	0
16	Staten Island Railway		7	9	9	9	9	9
17	Capital Construction Company		27	33	31	32	33	33
18	First Mutual Transportation Assurance Company		30	39	40	41	41	42
19		**Total**	**$6,544**	**$7,120**	**$7,068**	**$7,147**	**$7,273**	**$7,403**
20								
21	***Total Expenditures***							
22	New York City Transit		$7,096	$7,231	$7,573	$7,831	$8,231	$8,664
23	Metro-North Railroad		1,176	1,237	1,295	1,354	1,423	1,454
24	Long Island Rail Road		1,390	1,460	1,518	1,567	1,663	1,790
25	MTA Bus Company		480	578	540	560	576	600
26	MTA Headquarters		380	410	425	455	483	499
27	Long Island Bus		130	143	0	0	0	0
28	Staten Island Railway		36	41	43	42	44	46
29	Capital Construction Company		27	33	31	32	33	33
30	First Mutual Transportation Assurance Company		30	39	40	41	41	42
31	Other		(7)	30	100	100	100	100
32		**Total**	**$10,738**	**$11,203**	**$11,564**	**$11,982**	**$12,594**	**$13,226**
33								
34	***Net Operating Surplus/(Deficit)***							
35	New York City Transit		(2,555)	(2,300)	(2,649)	(2,862)	(3,177)	(3,505)
36	Metro-North Railroad		(392)	(416)	(450)	(494)	(543)	(551)
37	Long Island Rail Road		(599)	(562)	(643)	(687)	(774)	(899)
38	MTA Bus Company		(287)	(367)	(327)	(344)	(359)	(380)
39	MTA Headquarters		(268)	(287)	(294)	(314)	(334)	(352)
40	Long Island Bus		(70)	(89)	0	0	0	0
41	Staten Island Railway		(29)	(32)	(34)	(33)	(35)	(36)
42	Capital Construction Company		0	0	0	0	0	0
43	First Mutual Transportation Assurance Company		0	0	0	0	0	0
44	Other		7	(30)	(100)	(100)	(100)	(100)
45		**Total**	**($4,194)**	**($4,083)**	**($4,497)**	**($4,835)**	**($5,321)**	**($5,823)**

Metropolitan Transportation Authority
July Financial Plan 2012-2015
MTA Consolidated July Financial Plan Compared with February Financial Plan
Cash Reconciliation
($ in millions)

	Favorable/(Unfavorable)			
	2011	2012	2013	2014
FEBRUARY FINANCIAL PLAN 2011-2014 BASELINE	**($36)**	**($365)**	**($575)**	**($1,061)**
MTA Savings Initiatives	**$52**	**$36**	**$36**	**$38**
2011 Budget Reduction Program (BRP)	*41*	*23*	*19*	*19*
Additional 2011 Budget Reduction Program (BRP)	*11*	*13*	*17*	*19*
New Needs/ Investments	**($23)**	**($41)**	**($35)**	**($35)**
Maintenance	*(16)*	*(36)*	*(30)*	*(30)*
All Other	*(7)*	*(6)*	*(5)*	*(5)*
Agency Baseline Adjustments	**($126)**	**($65)**	**($58)**	**($66)**
Farebox/ Toll Revenue	*(26)*	*(41)*	*(56)*	*(39)*
Other Revenue	*(16)*	*(11)*	*(13)*	*(14)*
Traction and Propulsion Power	*14*	*21*	*19*	*5*
Fuel for Buses and Trains	*(48)*	*(54)*	*(55)*	*(50)*
Health & Welfare (includes OPEB)	*14*	*(29)*	*(38)*	*(55)*
Pensions	*16*	*(39)*	*(1)*	*31*
2011 Winter Weather (Overtime)	*(18)*	*-*	*-*	*-*
Baseline Re-estimates (including timing from 2010)	*(59)*	*(4)*	*(5)*	*(40)*
LI Bus - Cessation of Service Effective 12/31/11	*(4)*	*91*	*92*	*95*
B&T Adjustments[1]	**$20**	**$34**	**$36**	**$36**
General Reserve	**$50**	**$0**	**$0**	**$0**
Net Cash Baseline Changes	***($26)***	***($37)***	***($21)***	***($27)***
Net Cash Surplus/(Deficit)	**($62)**	**($402)**	**($596)**	**($1,089)**
Subsidies:	**($65)**	**$10**	**($85)**	**($57)**
NY State Reduction in MMTOA Revenues	*(174)*	*-*	*-*	*-*
Committed to Capital Adjustment to Partially Offset Cut in MMTOA	*79*	*-*	*-*	*-*
Real Estate Tax Receipts	*19*	*34*	*41*	*46*
NYC Subsidies	*26*	*30*	*29*	*30*
B&T Operating Surplus Transfer	*0*	*(28)*	*(26)*	*(17)*
LI Bus Subsidies	*1*	*(63)*	*(65)*	*(67)*
Other Subsidies	*48*	*17*	*24*	*37*
Other Subsidy Adjustments	*(63)*	*19*	*(87)*	*(86)*
Debt Service Adjustments	**$50**	**$44**	**$77**	**$117**
JULY FINANCIAL PLAN 2012-2015 BASELINE	**($78)**	**($347)**	**($604)**	**($1,029)**

[1] *B&T Operating Surplus Transfer is captured as a subsidy. While B&T's impacts are also captured in individual reconciliation categories in the Agency Baseline Adjustments above, the duplication is eliminated with the line "B&T Adjustments."*

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN 2012-2015
BASELINE FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS

FAREBOX RECOVERY RATIOS

	2011 Mid-Year Forecast	2012 Preliminary Budget	2013 Forecast	2014 Forecast	2015 Forecast
New York City Transit	39.7%	38.1%	37.0%	35.7%	34.4%
Staten Island Railway	12.5%	11.1%	11.3%	11.0%	10.8%
Long Island Rail Road	31.7%	30.3%	29.8%	28.8%	26.9%
Metro-North Railroad	41.1%	40.1%	38.9%	38.0%	37.4%
Long Island Bus	34.2%	n/a	n/a	n/a	n/a
Bus Company	30.5%	30.1%	29.6%	29.2%	28.4%
MTA Total Agency Average	**38.1%**	**36.8%**	**35.8%**	**34.6%**	**33.4%**

FAREBOX OPERATING RATIOS

	2011 Mid-Year Forecast	2012 Preliminary Budget	2011 Forecast	2014 Forecast	2015 Forecast
New York City Transit	58.6%	56.1%	54.4%	52.2%	50.2%
Staten Island Railway	19.9%	16.7%	17.3%	16.7%	16.3%
Long Island Rail Road	47.8%	45.2%	44.2%	42.0%	38.7%
Metro-North Railroad	58.9%	57.5%	55.7%	54.7%	54.1%
Long Island Bus	37.5%	n/a	n/a	n/a	n/a
Bus Company	37.0%	36.4%	35.7%	35.1%	33.9%
MTA Total Agency Average	**55.6%**	**53.5%**	**52.0%**	**50.1%**	**48.1%**

Farebox recovery ratio has a long-term focus. It includes costs that are not funded in the current year, except in an accounting-ledger sense, but are, in effect, passed on to future years. Those costs include depreciation, OPEB and Environmental Remediation adjustments, and interest on long-term debt. Approximately 10% (and sometimes more) of MTA costs are not recovered in the current year from farebox revenues, other operating revenues or subsidies. That is why MTA operating statements generally show deficits. In addition, the recovery ratio allocates centralized MTA services to the Agencies, such as Security, the costs of the Inspector General, Civil Rights, Audit, Risk Management and Legal.

Farebox operating ratio focuses on Agency operating financial performance. It reflects the way MTA meets its statutory and bond-covenant budget-balancing requirements, and it excludes certain costs that are not subject to Agency control, but are provided centrally by MTA.

Metro-North and Long Island Rail Roads use a revised methodology to calculate farebox operating and recovery ratios to put the railroads on a more comparable basis. Those statistics, which are included in the respective financial and ridership reports of both Agencies for committee reporting, differ methodologically from the statistics presented in this table.

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II. Major Assumptions 2012-2015 Projections-Baseline

Utilization
(Revenue, Ridership, Vehicle Traffic)

UTILIZATION

Utilization figures presented in this section do not reflect fare media liability or paratransit operations at New York City Transit and Long Island Bus; these items are included in the Agency and MTA consolidated tables in the Financial Plan. Additionally, utilization for Metro-North Railroad's west-of-Hudson operations is also not included in this section; in the Agency and MTA consolidated financial tables, west-of-Hudson utilization is netted against expenses and is not included in revenue.

Consistent with this financial plan assumption of a cessation of LI Bus operations at the end of 2011, analyses and comparisons of consolidated ridership and farebox revenue exclude LI Bus, with the exception of 2011 Plan-to-plan changes and changes from 2010 to 2011.

2011 Ridership, Traffic and Revenue

The 2011 Mid-Year Forecast for MTA consolidated ridership is projected to total 2,619 million passengers, while crossings at Bridges and Tunnels (B&T) facilities are projected to total 283 million vehicular crossings. The New York City Transit (NYCT) combined subway and bus ridership forecast for the 2011 Mid-Year Forecast is 2,303 million and accounts for 88% of MTA consolidated ridership. Long Island Rail Road (LIRR) and Metro-North Railroad's (MNR) East-of-Hudson operations each account for 3% of MTA consolidated ridership, with 2011 ridership projected to be 81 million for LIRR and 80 million for MNR's East-of-Hudson operations. The projection for MTA Bus Company (MTABC) ridership is 120 million and accounts for 5% of MTA consolidated ridership, while Staten Island Railway (SIR) ridership is estimated to be 4 million (0.2% of MTA ridership) and Long Island Bus (LIB) fixed route ridership is estimated to be 31 million (1% of MTA ridership).

MTA consolidated farebox revenue for the 2011 Mid-Year Forecast is estimated to be $4,907 million, and toll revenue is estimated to be $1,503 million. NYCT combined subway and bus farebox revenue for the 2011 Mid-Year Forecast is expected to be $3,539 million, while LIRR is projecting $569 million in farebox revenue and MNR is projecting $567 million in farebox revenue for its East-of-Hudson operations. SIR farebox revenue is estimated to be $5 million, LIB fixed route farebox revenue is estimated to be $45 million, and MTABC farebox revenue is expected to be $181 million.

The 2011 Mid-Year Forecast for MTA consolidated ridership is projected to decline by 2 million trips – a 0.1% decrease – from 2010; LIB and LIRR ridership levels are projected to decline while MNR, NYCT and SIR ridership levels are projected to increase and MTABC is expected to remain unchanged. B&T traffic is forecast to decline by 8 million crossings, a 3% decrease.

Year to year increases in farebox and toll revenue reflect the impact of the fare and toll increases that went into effect for 2011. The 2011 Mid-Year Forecast for farebox

revenue is projected to increase by $404 million, a 9% increase, and is projected to be higher for each MTA Agency; B&T toll revenue is expected to be $86 million greater than 2010 toll revenue, a 6% increase.

Ridership levels have been significantly impacted by the global recession and, in particular, the loss of jobs in New York City. After five consecutive years of increases from 2004 through 2008, the number of jobs in New York City began to decline in the fourth quarter of 2008 and the declines continued through 2009; in 2009, New York City lost 101 thousand jobs (2.7%). In 2010, New York City employment stabilized and increased by 15 thousand jobs (0.4%), and through the first four months of 2011 the number of jobs in New York City continued to modestly creep upward before slightly retrenching in May. Despite this set-back, year-to-date through May employment in New York City is up 32 thousand jobs compared with employment levels through the first five months of 2010, and this modest improvement is expected to continue through the remainder of the year. It is projected that New York City employment will increase 1.2% in 2011, adding a total of 44 thousand jobs over 2010. Utilization forecasts in the Adopted Budget, however, had assumed a slightly more robust employment growth of 57 thousand jobs (1.5%), and the lower employment forecast has had a dampening effect on Plan-to-plan utilization changes.

MTA consolidated ridership for the 2011 Mid-Year Forecast is expected to fall short of the 2011 Adopted Budget projection by 16 million trips, a 1% decrease. With the exception of small increases of about half a percent each at LIB, MNR and MTABC, ridership for the other MTA agencies is expected to be lower than the Adopted Budget ridership forecasts. At B&T facilities, the Mid-Year Forecast is projected to be lower than the Adopted Budget forecast by 3 million vehicular crossings, a 1% decrease. The lower NYCT ridership reflects lower Bus ridership that is only partially offset by increased Subway ridership. Compared with the Adopted Budget, ridership in the Mid-Year Forecast is 25 million lower (4%) for Bus ridership and 9 million greater (1%) for Subway ridership, reflecting year-to-date ridership trends.

MTA consolidated farebox revenue in the 2011 Mid-Year Forecast is also projected to fall short of the 2011 Adopted Budget, down by $3 million (0.1%), while B&T toll revenue is projected to be $27 million lower (2%) than the Adopted Budget.

The decline in B&T traffic from projections in the Adopted Budget reflects a significant downturn in cash-paying traffic (18% in March and 15% in April). Much of this decline may be from high gasoline prices, which despite declines recently have been significantly higher than assumed at the time the Adopted Budget was prepared. Additionally, some of the cash-paying traffic has switched to E-ZPass, most likely because the toll increases at the end of December 2010 increased the spread between cash tolls and E-ZPass tolls. This switching has led to a decrease in the average toll, which has been about five cents less than assumed in the Adopted Budget. The lower traffic and lower average toll are the primary reasons for the large Plan-to-plan decline in B&T toll revenue.

2012 Ridership, Traffic and Revenue

The 2012 forecast for MTA consolidated ridership is projected to total 2,637 million passengers, while crossings at B&T facilities are projected to total 286 million vehicular crossings. NYCT combined subway and bus ridership is expected to be 2,347 million, while LIRR is projecting 82 million passengers and MNR is projecting 82 million passengers for its East-of-Hudson operations. SIR ridership is estimated to be 4 million and MTABC ridership is expected to be 122 million.

MTA consolidated farebox revenue for 2012 is estimated to be $4,956 million, and toll revenue is estimated to be $1,510 million. NYCT combined subway and bus farebox revenue is expected be $3,612 million, while LIRR is projecting $575 million in farebox revenue and MNR is projecting $580 million in farebox revenue for its East-of-Hudson operations. SIR farebox revenue is estimated to be $5 million and MTABC farebox revenue is expected to be $183 million.

MTA ridership and traffic trends from the 2011 Mid-Year Forecast to 2012, as well as trends for fare and toll revenues, are up due to continuing improvement in the regional economy and the associated increase in jobs in New York City. Year-to-year, MTA consolidated ridership is up 49 million trips, a 2% increase, while B&T traffic is up by 3 million vehicular crossings, a 1% increase. Farebox revenue is projected to increase $95 million over 2011, a 2% increase, and toll revenue is forecast to increase by $7 million, a 0.5% increase.

MTA consolidated ridership for 2012 in the July Plan is expected to fall short of the February Plan projection by 21 million trips, a decrease of 1%. At B&T facilities, the July Plan reflects 3 million fewer vehicular crossings, a 1% decrease, over the February Plan forecast. MTA consolidated farebox revenue for 2012 in the July Plan is also projected to be lower than projections in the February Plan, falling short by $14 million, a 0.3% decrease. B&T toll revenue for 2012 is projected to be $31 million, or 2%, below the February Plan forecast. The utilization changes from the February Plan reflect a lower 2011 base utilization level and slower employment growth compared with the employment forecast used in the February Plan.

2013 – 2015 Ridership, Traffic and Revenue

MTA consolidated ridership and farebox revenue are both expected to increase each year from 2013 to 2015. Consolidated ridership is projected to reach 2,739 million passengers by 2015, while farebox revenue is estimated to reach $5,167 million. B&T vehicle crossings are also projected to increase each year, reaching 291 million crossings in 2015; toll revenue is forecast to reach $1,523 million in 2015, increasing each year except in 2013 when a minor 0.1% dip (less than $1 million) – due to a combination of the effects from inflation, job creation and leap year – is projected.

Compared with the February Plan, MTA consolidated ridership is projected to be 1% lower in both 2013 and 2014; the forecast for traffic at B&T facilities is expected to be lower than the February Plan forecast, also down 1% in both 2013 and 2014. MTA consolidated farebox revenue is expected fall short of the February Plan projections by

0.4% in 2013 and by 0.2% in 2014; B&T toll revenue is projected to also fall short of the February Plan forecasts, by 2% in both 2013 and 2014.

Utilization Growth Rate for Traffic & Ridership (from prior year level)					
	2011	2012	2013	2014	2015
TRAFFIC: Bridges & Tunnels	**(2.8)%**	**1.0%**	**0.3%**	**0.8%**	**0.7%**
Long Island Bus	(0.2)%	N/A	N/A	N/A	N/A
Long Island Rail Road	(1.1)%	1.1%	0.7%	0.8%	0.8%
Metro-North Railroad	1.3%	2.1%	2.2%	2.3%	2.1%
MTA Bus Company	0.0%	1.2%	0.7%	0.9%	0.8%
New York City Transit	0.1%	1.9%	1.1%	1.4%	1.3%
Staten Island Railway	0.1%	1.6%	1.2%	1.4%	1.3%
RIDERSHIP (excluding LI Bus)	**0.1%**	**1.9%**	**1.1%**	**1.4%**	**1.2%**

Utilization Growth Rate for Farebox & Toll Revenue (from prior year level)					
	2011	2012	2013	2014	2015
TOLL REVENUE: Bridges & Tunnels	**6.0%**	**0.5%**	**(0.1)%**	**0.5%**	**0.4%**
Long Island Bus	6.3%	N/A	N/A	N/A	N/A
Long Island Rail Road	8.8%	1.1%	0.8%	0.8%	0.7%
Metro-North Railroad	7.6%	2.3%	2.3%	2.4%	2.2%
MTA Bus Company	7.9%	1.2%	0.7%	0.9%	0.8%
New York City Transit	9.3%	2.1%	1.2%	1.6%	1.4%
Staten Island Railway	5.6%	2.0%	1.4%	1.7%	1.5%
FAREBOX REVENUE (excluding LI Bus)	**9.0%**	**1.9%**	**1.3%**	**1.5%**	**1.4%**

MTA Consolidated Utilization

Plan-to-Plan Comparison

Baseline Before Gap-Closing Actions (in millions)

	July Financial Plan				
	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Traffic					
Bridges & Tunnels	283.5	286.2	287.1	289.2	291.2
Ridership					
Long Island Bus [1]	30.8	0.0	0.0	0.0	0.0
Long Island Rail Road	80.6	81.5	82.1	82.8	83.9
Metro-North Railroad [2]	80.2	81.9	83.7	85.7	87.5
MTA Bus Company	120.2	121.6	122.5	123.6	124.6
New York City Transit [1, 3]	2,302.8	2,347.3	2,373.9	2,408.0	2,438.2
Staten Island Railway	4.4	4.4	4.5	4.6	4.6
Ridership	*2,619.0*				
Ridership Excluding LI Bus	*2,588.2*	*2,636.8*	*2,666.7*	*2,704.6*	*2,738.8*

	February Financial Plan				
	2011 Adopted Budget	2012	2013	2014	2015
Traffic					
Bridges & Tunnels	286.8	289.3	290.1	291.5	
Ridership					
Long Island Bus [1]	30.6	30.9	31.1	31.4	
Long Island Rail Road	81.9	83.3	84.2	85.0	
Metro-North Railroad [2]	79.8	82.0	83.9	85.4	
MTA Bus Company	119.6	121.4	123.0	124.6	
New York City Transit [1, 3]	2,318.1	2,366.4	2,396.6	2,424.7	
Staten Island Railway	4.5	4.6	4.7	4.7	
Ridership	*2,634.5*				
Ridership Excluding LI Bus	*2,603.9*	*2,657.8*	*2,692.3*	*2,724.4*	

	Plan-to-Plan Changes: Favorable / (Unfavorable)				
	2011	2012	2013	2014	2015
Traffic					
Bridges & Tunnels	(3.3)	(3.1)	(3.0)	(2.2)	
Ridership					
Long Island Bus [1]	0.2	(30.9)	(31.1)	(31.4)	
Long Island Rail Road	(1.3)	(1.8)	(2.1)	(2.2)	
Metro-North Railroad [2]	0.5	(0.1)	(0.2)	0.3	
MTA Bus Company	0.6	0.2	(0.5)	(1.0)	
New York City Transit [1, 3]	(15.4)	(19.1)	(22.7)	(16.7)	
Staten Island Railway	(0.1)	(0.2)	(0.2)	(0.1)	
Ridership	*(15.5)*				
Ridership Excluding LI Bus	*(15.7)*	*(21.0)*	*(25.6)*	*(19.7)*	

[1] Excludes Paratransit Operations.

[2] Metro-North Railroad utilization figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

[3] Excludes Fare Media Liability.

MTA Consolidated Utilization

Plan-to-Plan Comparison

Baseline Before Gap-Closing Actions (in millions)

	July Financial Plan				
	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Toll Revenue					
Bridges & Tunnels	$1,502.6	$1,509.7	$1,508.8	$1,516.3	$1,522.6
Fare Revenue					
Long Island Bus [1]	$45.3	$0.0	$0.0	$0.0	$0.0
Long Island Rail Road	569.0	575.5	580.0	584.7	589.1
Metro-North Railroad [2]	567.0	579.8	593.0	607.3	620.9
MTA Bus Company	181.2	183.3	184.6	186.3	187.8
New York City Transit [1, 3]	3,539.1	3,612.3	3,656.4	3,713.0	3,763.2
Staten Island Railway	5.3	5.4	5.5	5.6	5.7
Fare Revenue	*$4,906.9*				
Fare Revenue Excluding LIB	*$4,861.6*	*$4,956.4*	*$5,019.5*	*$5,096.9*	*$5,166.6*

	February Financial Plan				
	2011 Adopted Budget	2012	2013	2014	2015
Toll Revenue					
Bridges & Tunnels	$1,529.8	$1,540.3	$1,542.0	$1,546.4	
Fare Revenue					
Long Island Bus [1]	$45.5	$45.9	$46.3	$46.6	
Long Island Rail Road	574.7	583.4	589.8	595.5	
Metro-North Railroad [2]	562.9	579.8	593.4	604.2	
MTA Bus Company	182.2	184.9	187.3	189.7	
New York City Transit [1, 3]	3,538.6	3,616.8	3,665.7	3,710.9	
Staten Island Railway	5.6	5.7	5.8	5.9	
Fare Revenue	*$4,909.4*				
Fare Revenue Excluding LIB	*$4,863.9*	*$4,970.6*	*$5,042.0*	*$5,106.2*	

	Plan-to-Plan Changes: Favorable / (Unfavorable)				
	2011	2012	2013	2014	2015
Toll Revenue					
Bridges & Tunnels	($27.2)	($30.6)	($33.3)	($30.1)	
Fare Revenue					
Long Island Bus [1]	($0.2)	($45.9)	($46.3)	($46.6)	
Long Island Rail Road	(5.7)	(7.9)	(9.8)	(10.8)	
Metro-North Railroad [2]	4.1	(0.0)	(0.4)	3.1	
MTA Bus Company	(0.9)	(1.6)	(2.7)	(3.4)	
New York City Transit [1, 3]	0.5	(4.4)	(9.3)	2.1	
Staten Island Railway	(0.3)	(0.3)	(0.3)	(0.3)	
Fare Revenue	*($2.5)*				
Fare Revenue Excluding LIB	*($2.3)*	*($14.3)*	*($22.5)*	*($9.2)*	

[1] Excludes Paratransit Operations.

[2] Metro-North Railroad utilization figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

[3] Excludes Fare Media Liability.

Subsidies

SUBSIDIES - OVERVIEW

The following pages provide accrual and cash summary tables for the subsidies and dedicated taxes received by MTA, as well as tables detailing the changes between the July Plan and the February Plan. Detailed narratives describing each subsidy, the forecast methodologies employed and explanations of changes since the February Plan are also included. The details of Bridges and Tunnels operations that produce the Operating Surplus Transfer are discussed in the B&T portion of the Agency Financial Plans section of this report. Consolidated income and expense information on NYCT's Paratransit operation and Long Island Bus' Able Ride operation are also included. (Note that additional details can be found in this volume under Agency Financial Plans.)

As shown on the following tables, on an *accrual basis*, the 2011 Mid-Year Forecast of Total Dedicated Taxes and State & Local Subsidies is $5,154 million, $65 million below the February Plan estimate. The unfavorable variance is primarily due to a $174 million reduction in MMTOA by the State, offset primarily by favorable City Subsidy to MTA Bus and Operating Assistance.

Besides the reduction in MMTOA, the other MTA Dedicated subsidies are expected to be on or above the levels anticipated in the February Plan. Real estate taxes show moderate growth over both prior year and prior Plan levels. For MRT-1, the projected growth of 1-percent over 2010 receipts would be the first since annual receipts began to decline in 2007, and Urban Taxes are projected to increase by more than 50% over 2010. Projected PBT receipts are favorable and Payroll Mobility Tax and MTA Aid receipts are on target. On a *cash basis*, total MTA Dedicated Taxes and State & Local Subsidies is $4,880 million, $110 million below the February Plan estimate. Offsetting the unfavorable MMTOA ($174 million) and energy hedge ($100 million) are favorable Local Operating Assistance ($62 million), Committed to Capital ($79 million), real estate taxes ($19 million), and PBT receipts ($8 million), details of which are described in the related sections of this report.

The July Plan assumes the cessation of LI Bus' operations will take effect as of December 31, 2011. For 2012 and beyond, the Plan assumes the exclusion of LI Bus from all budget forecasts of MTA subsidies. Therefore, MMTOA, State Operating Assistance, and Nassau County Subsidy are lower than assumed in the February Plan.

Total Dedicated Taxes and State & Local Subsidies, on an *accrual basis*, are projected to exceed the February Plan by $33 million in 2012, $45 million in 2013, and $62 million in 2014, due primarily to favorable real estate taxes, PBT, Local Operating Assistance, and City Subsidy for MTA Bus. Excluding LI Bus, these taxes and fees are expected to exceed the February Plan by $96 million in 2012, $110 million in 2013 and $127 million in 2014. On a *cash basis*, the 2012 estimate is expected to exceed the February Plan by $38 million and fall short by $59 million in 2013 and $39 million in 2014.

MTA Consolidated Subsidies
July Financial Plan 2012-2015
Accrual Basis
($ in millions)

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Subsidies						
Dedicated Taxes						
Metro. Mass Transp. Oper. Asst. (MMTOA)	$1,313.1	$1,306.4	$1,519.7	$1,587.2	$1,673.4	$1,756.6
Petroleum Business Tax (PBT) Receipts	602.3	621.2	630.8	634.1	635.8	637.5
Mortgage Recording Tax (MRT)	236.1	246.9	304.3	358.3	412.5	381.9
MRT Transfer to Suburban Counties	(2.1)	(2.5)	(3.8)	(5.4)	(7.3)	(6.3)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Interest	2.5	4.2	4.3	4.5	4.7	4.9
Urban Tax	201.4	248.9	320.8	350.7	369.8	393.8
Investment Income	0.8	0.9	1.0	1.0	1.0	1.1
	$2,344.0	**$2,416.2**	**$2,767.2**	**$2,920.5**	**$3,080.0**	**$3,159.6**
New State Taxes and Fees						
Payroll Mobility Tax	$1,314.0	$1,415.3	$1,484.3	$1,550.9	$1,617.6	$1,686.7
MTA Aid	$274.7	$290.3	$294.6	$299.1	$303.5	$308.1
	$1,588.7	**$1,705.6**	**$1,778.9**	**$1,849.9**	**$1,921.2**	**$1,994.8**
State and Local Subsidies						
State Operating Assistance	$190.5	$190.9	$187.9	$187.9	$187.9	$187.9
Local Operating Assistance	187.9	214.5	218.0	217.0	218.6	219.8
Nassau County Subsidy	9.1	4.6	0.0	0.0	0.0	0.0
CDOT Subsidy	75.6	94.9	109.0	125.4	134.9	139.1
Station Maintenance	152.0	155.1	158.0	161.2	164.4	167.3
AMTAP	5.3	5.6	0.0	0.0	0.0	0.0
	$620.4	**$665.6**	**$672.9**	**$691.5**	**$705.9**	**$714.1**
Sub-total Dedicated Taxes & State and Local	**$4,553.1**	**$4,787.4**	**$5,219.0**	**$5,461.9**	**$5,707.0**	**$5,868.5**
City Subsidy for MTA Bus	287.5	366.9	326.5	344.3	358.7	379.9
Total Dedicated Taxes & State and Local Subsidies	**$4,840.5**	**$5,154.4**	**$5,545.5**	**$5,806.2**	**$6,065.7**	**$6,248.4**
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	429.1	478.4	445.5	412.0	374.7	315.7
MTA Subsidy to Subsidiaries	47.0	13.0	0.0	0.0	0.0	0.0
	$476.1	**$491.4**	**$445.5**	**$412.0**	**$374.7**	**$315.7**
GROSS SUBSIDIES	**$5,316.6**	**$5,645.8**	**$5,991.0**	**$6,218.2**	**$6,440.4**	**$6,564.1**

MTA Consolidated Subsidies

Summary of Changes Between the February and July Financial Plans

Accrual Basis

($ in millions)

Subsidies	2010	2011	2012	2013	2014
Dedicated Taxes					
Metro. Mass Transp. Oper. Asst. (MMTOA)	($0.6)	($174.5)	($55.7)	($59.8)	($51.9)
Petroleum Business Tax (PBT) Receipts	(4.8)	8.7	15.8	23.1	25.8
Mortgage Recording Tax (MRT)	10.6	5.1	22.5	26.5	28.9
MRT Transfer to Suburban Counties	0.3	0.0	(0.4)	(0.5)	(0.6)
Use of MRT Balances	0.0	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0
Interest	(1.7)	0.0	0.0	0.0	0.0
Urban Tax	13.7	(0.5)	12.4	15.0	16.4
Investment Income	(0.2)	0.0	0.0	0.0	0.0
	$17.3	**($161.2)**	**($5.4)**	**$4.2**	**$18.7**
New State Taxes and Fees					
Payroll Mobility Tax	($34.0)	$0.0	$0.0	$0.0	$0.0
MTA Aid	6.4	0.0	0.0	0.0	0.0
	($27.5)	**$0.0**	**$0.0**	**$0.0**	**$0.0**
State and Local Subsidies					
State Operating Assistance	($0.4)	$0.0	($3.0)	($3.0)	($3.0)
Local Operating Assistance	(0.0)	26.6	30.0	29.1	30.7
Nassau County Subsidy	(0.0)	(4.5)	(9.1)	(9.1)	(9.1)
CDOT Subsidy	(1.6)	0.9	3.7	4.3	4.0
Station Maintenance	2.1	2.9	2.8	3.2	3.4
AMTAP	0.0	5.6	0.0	0.0	0.0
	$0.0	**$31.5**	**$24.5**	**$24.5**	**$26.0**
Sub-total Dedicated Taxes & State and Local Subsidies	**($10.2)**	**($129.7)**	**$19.1**	**$28.7**	**$44.7**
City Subsidy for MTA Bus	($55.1)	$65.0	$13.9	$15.8	$17.7
Total Dedicated Taxes & State and Local Subsidies	**($65.3)**	**($64.8)**	**$33.0**	**$44.5**	**$62.4**
Inter-agency Subsidy Transactions					
B&T Operating Surplus Transfer	$22.2	($13.7)	($29.2)	($25.4)	($16.4)
MTA Subsidy to Subsidiaries	(7.9)	(42.2)	(57.0)	(56.5)	(58.5)
	$14.3	($55.9)	($86.3)	($81.9)	($74.9)
GROSS SUBSIDIES	**($51.0)**	**($120.7)**	**($53.3)**	**($37.4)**	**($12.5)**

MTA Consolidated Subsidies
July Financial Plan 2012-2015
Cash Basis
($ in millions)

Subsidies	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Dedicated Taxes						
Metropolitan Mass Transportation Operating Assist (MMTOA)	$1,358.9	$1,306.4	$1,519.7	$1,587.2	$1,673.4	$1,756.6
Petroleum Business Tax (PBT) Receipts	604.2	620.4	630.5	634.0	635.6	637.5
Mortgage Recording Tax (MRT)	239.1	241.6	299.9	353.1	415.4	381.3
MRT Transfer to Suburban Counties	(2.9)	(2.7)	(2.5)	(3.8)	(5.4)	(7.3)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Enhanced Security Training	(3.2)	0.0	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)
Interest	2.3	4.2	4.3	4.5	4.7	4.9
Urban Tax	173.7	260.2	318.2	349.1	367.9	390.6
Investment Income	0.5	0.9	1.0	1.0	1.0	1.1
	$2,337.7	**$2,396.3**	**$2,736.3**	**$2,890.2**	**$3,057.7**	**$3,129.8**
New State Taxes and Fees						
Payroll Mobility Tax	$1,351.8	$1,415.3	$1,484.3	$1,550.9	$1,617.6	$1,686.7
MTA Aid	$274.7	$290.3	$294.6	$299.1	$303.5	$308.1
	$1,626.5	**$1,705.6**	**$1,778.9**	**$1,849.9**	**$1,921.2**	**$1,994.8**
State and Local Subsidies						
State Operating Assistance	$190.5	$190.9	$187.9	$187.9	$187.9	$187.9
Local Operating Assistance	152.9	249.6	218.0	217.0	218.6	219.8
Nassau County Subsidy	9.1	4.6	0.0	0.0	0.0	0.0
CDOT Subsidy	77.7	94.9	109.0	125.4	134.9	139.1
Station Maintenance	149.1	153.2	155.7	158.8	162.0	165.2
AMTAP	5.3	5.6	0.0	0.0	0.0	0.0
	$584.5	**$698.7**	**$670.6**	**$689.1**	**$703.5**	**$712.0**
Other Subsidy Adjustments						
Interagency Loan	134.5	(134.5)	(134.5)	0.0	0.0	0.0
NYCT Charge Back of MTA Bus Debt Service	(11.1)	(11.5)	(11.5)	(11.5)	(11.5)	(11.5)
Forward Energy Contracts - 2009 (12 mth Contract)	76.3	0.0	0.0	0.0	0.0	0.0
Forward Energy Contracts - 2011 (12 mth Contract)	0.0	(100.0)	100.0	0.0	0.0	0.0
MNR Repayment for 525 North Broadway	0.0	(7.3)	(2.4)	(2.4)	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	0.0	0.0	(100.0)	(100.0)	(100.0)	(100.0)
Committed to Capital	(47.2)	(21.4)	(150.0)	(200.0)	(250.0)	(300.0)
	$152.5	**($274.7)**	**($298.4)**	**($313.9)**	**($363.9)**	**($413.9)**
Sub-total Dedicated Taxes & State and Local Subsidies	**$4,701.2**	**$4,525.9**	**$4,887.4**	**$5,115.3**	**$5,318.4**	**$5,422.7**
City Subsidy for MTA Bus	$241.7	$353.7	$333.2	$341.3	$356.3	$376.3
Total Dedicated Taxes & State and Local Subsidies	**$4,942.9**	**$4,879.6**	**$5,220.6**	**$5,456.6**	**$5,674.7**	**$5,799.0**
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	$405.9	$483.9	$448.8	$415.4	$378.5	$321.6
MTA Subsidy to Subsidiaries	47.0	13.0	0.0	0.0	0.0	0.0
	$452.9	**$496.9**	**$448.8**	**$415.4**	**$378.5**	**$321.6**
GROSS SUBSIDIES	**$5,395.8**	**$5,376.5**	**$5,669.5**	**$5,872.0**	**$6,053.1**	**$6,120.6**

MTA Consolidated Subsidies
Summary of Changes Between the February and July Financial Plans
Cash Basis
($ in millions)

	2010	2011	2012	2013	2014
Subsidies					
Dedicated Taxes					
Metropolitan Mass Transportation Operating Assist (MMTOA)	($0.8)	($174.5)	($55.7)	($59.8)	($51.9)
Petroleum Business Tax (PBT) Receipts	(2.4)	8.1	15.1	22.8	25.7
Mortgage Recording Tax (MRT)	10.8	3.1	22.2	26.1	30.5
MRT Transfer to Suburban Counties	0.5	(0.2)	0.0	(0.4)	(0.5)
Interest	(1.9)	0.0	0.0	0.0	0.0
Urban Tax	(3.7)	15.9	12.2	14.8	16.3
Investment Income	(0.5)	0.0	0.0	0.0	0.0
	$2.1	**($147.6)**	**($6.2)**	**$3.6**	**$20.1**
New State Taxes and Fees					
Payroll Mobility Tax	$3.8	$0.0	$0.0	$0.0	$0.0
MTA Aid	6.4	0.0	0.0	0.0	0.0
	$10.2	**$0.0**	**$0.0**	**$0.0**	**$0.0**
State and Local Subsidies					
State Operating Assistance	(0.4)	0.0	(3.0)	(3.0)	(3.0)
Local Operating Assistance (18-b)	(35.0)	61.7	30.1	29.1	30.7
Nassau County Subsidy (includes 18-b local match)	(0.0)	(4.5)	(9.1)	(9.1)	(9.1)
CDOT Subsidy	0.5	0.9	3.7	4.3	4.0
Station Maintenance	0.0	3.0	2.9	2.8	3.3
AMTAP	0.0	5.6	0.0	0.0	0.0
	($34.9)	**$66.7**	**$24.6**	**$24.1**	**$25.9**
Other Subsidy Adjustments					
Inter-Agency Loan	0.0	0.0	0.0	0.0	0.0
NYCT Charge Back of MTA Bus Debt Service	0.4	0.0	0.0	0.0	0.0
Forward Energy Contracts - 2009 (12 mth Contract)	2.9	0.0	0.0	0.0	0.0
Forward Energy Contracts - 2011 (12 mth Contract)	0.0	(100.0)	100.0	0.0	0.0
MNR Repayment for 525 North Broadway	0.0	(7.3)	(2.4)	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	0.0	0.0	(100.0)	(100.0)	(100.0)
Committed to Capital	0.0	78.6	0.0	0.0	0.0
	$3.3	**($28.7)**	**($2.4)**	**($102.4)**	**($102.4)**
Sub-total Dedicated Taxes & State and Local Subsidies	**($19.3)**	**($109.7)**	**$16.0**	**($74.8)**	**($56.4)**
City Subsidy for MTA Bus	(89.5)	45.0	22.4	15.5	17.4
Total Dedicated Taxes & State and Local Subsidies	**($108.8)**	**($64.7)**	**$38.4**	**($59.3)**	**($39.0)**
Inter-agency Subsidy Transactions					
B&T Operating Surplus Transfer	9.5	0.3	(27.7)	(25.8)	(17.3)
MTA Subsidy to Subsidiaries	(6.1)	(42.2)	(57.0)	(56.5)	(58.5)
	$3.4	**($41.8)**	**($84.7)**	**($82.3)**	**($75.8)**
GROSS SUBSIDIES	**($105.5)**	**($106.5)**	**($46.3)**	**($141.6)**	**($114.8)**

METROPOLITAN MASS TRANSPORTATION OPERATING ASSISTANCE (MMTOA)

Metropolitan Mass Transportation Operating Assistance Taxes (MMTOA*)* consist of special State taxes imposed within the MTA Transportation District which, subject to State appropriation, supplement the general operating subsidies of transportation systems in the District. MMTOA is comprised of the following taxes:

- Petroleum Business Tax (PBT), which is a small portion of the basic PBT imposed on petroleum businesses operating within New York State;
- Sales Tax, which is imposed on sales and uses of certain tangible personal property and services;
- Corporate Franchise Taxes imposed on certain transportation and transmission companies;
- Temporary Corporate Surcharges imposed on the portion of the franchise and other taxes of certain businesses attributable to the conduct of business within the transportation district.

The estimate of total taxes in the Statewide Mass Transportation Operating Assistance Fund for 2011 is $1,865 million, of which $1,806 million is allotted for Downstate transit properties. Of the Downstate allotment, $833 million in non-18b funds is appropriated for the benefit of MTA NYCT/SIR and $430 million for the Commuter Railroads. In addition, $190 million, which includes $154 million for NYCT/SIR and $21 million for the Commuter Railroads, is earmarked to fund the State's 18-b obligation. The 2011 percentage allocations of the Downstate share of MMTOA are 55% for NYCT/SIR and 25% for the Commuter Railroads. These percentages, which are based on the actual amounts appropriated in NYS' 2011-12 Enacted Budget, are lower than the February Plan levels by 5% and 2%, respectively. MMTOA and State 18-b funds were also allotted to Long Island Bus, MTA Bus and other downstate transportation properties.

Based on the latest revenue projections in the State's update in its 2011-12 Enacted Budget, on a year-to-year basis, the Mid-Year Forecast of MTA MMTOA revenues are expected to increase by $213 million (16%) in 2012, $68 million (4%) in 2013, $86 million (5%) in 2014 and $83 million (5%) in 2015. On a plan-to-plan basis, the July Plan MTA MMTOA revenues are expected to decrease from the February Plan forecasts in all the years in the Plan period, details of which are discussed in the sections that follow.

Note that the 2011-12 State appropriation of MTA MMTOA funds was reduced by $200 million from the MTA February Plan estimate. However, the State intends to partially mitigate this reduction in revenues with a $70 million reduction of member projects that were included in the MTA Capital Program, allowing the MTA to reduce its 2011 Pay-as-You-Go (PAYGO) contribution by $70 million, and an additional $30 million in MMTOA funds paid from its prior fiscal year (2010-11) budget. This will result in an adverse net operating budget impact in 2011 of $100 million for the MTA.

2011 Mid-Year Forecast

The 2011 MTA MMTOA Mid-Year Forecast reflects New York State 2011-12 Enacted Budget appropriation of $1,277 million, as well as an additional $30 million MTA MMTOA allotment which the State has agreed to pay from its prior fiscal year budget (2010-11) to help mitigate the reduction in MTA MMTOA revenues in its current budget. (See the discussion above). The combined MTA MMTOA revenue forecast for 2011 of $1,306 million is $174 million below the February Plan forecast due primarily to the reduction in aid to NYCT and CRR ($170 million), as well as an additional reduction of $4 million in LIB MMTOA. When compared with 2010, the 2011 projected revenues are lower by $52 million. Of the total estimated MMTOA receipts for 2011, $833 million is appropriated for NYCT/SIR, $430 million for the Commuter Railroads, and $44 million for Long Island Bus.

The 2011 Mid-Year Forecast assumes that the State's funding of its 18-b obligations remains at the 2010 level of $190 million, which is consistent with the February Plan. The 2011 percentage allocations of MTA's share of downstate MMTOA, 55% for NYCT/SIR and 25% for the Commuter Railroads, are derived from the actual amounts appropriated by the State.

2012 Preliminary Budget

For 2012, total estimated MTA MMTOA revenue is $1,520 million, which is $56 million below the February Plan level. Of the total, $1,012 million is earmarked for NYCT/SIR and $508 million is earmarked for the Commuter Railroads. These forecasts reflect NYS' latest reforecast of revenues in the 2011-12 Enacted Budget, which anticipates slightly lower revenues, mostly in the corporate surcharge and sales taxes. However, most of the unfavorable variance, roughly $51 million, is attributable to the cessation of LI Bus' operation which was included in the February Plan. (See details on the cessation of LIB's operation in the Overview Section of this report). Excluding Long Island Bus from the 2012 Plan-to-Plan comparison, there is a slight unfavorable variance of $5 million.

The 2012 Preliminary Budget assumes that the State's funding of its 18-b obligations for NYCT and Commuter Railroads will remain at the 2011 level of $188 million, which is consistent with the February Plan. The percentage allocations of MMTOA's downstate share that comes to the MTA represent 60% for NYCT/SIR and 27% for the Commuter Railroads and are consistent with the 2008 levels.

As reflected in the table at the end of this section, revenues for the Sales Tax, Petroleum Business Tax, and Corporate Surcharge components of MMTOA are expected to grow annually from the 2011 level by 4%, 5% and 12%, respectively. There is no change expected in the level of Corporate Franchise Tax, which remains flat through the Plan period.

2013 – 2015

For 2013 through 2015, the MTA MMTOA forecast is based on New York State's latest projections of revenues from sale taxes, petroleum business taxes, corporate franchise taxes and corporate tax surcharge in its 2011-12 Enacted Budget. The July Plan projections are $1,587 million in 2013, $1,673 million in 2014, and $1,757 in 2015, with unfavorable variances of $60 million in 2013 and $52 million in 2014 relative to the February Plan estimates, primarily due to the cessation of LI Bus' operation, which is referenced above. Excluding Long Island Bus from the Plan-to-Plan comparison, there is an unfavorable variance of $7 million in 2013 and a favorable variance of $4 million in 2014.

Year-over-year changes in the MMTOA forecasts in the July Plan are $68 million higher in 2013, $86 million higher in 2014 and $83 million higher in 2015.

For 2012 through 2015, the Plan assumes the following growth rates from the prior year levels for the component taxes of MMTOA:

Growth Rate for the Individual Components of MMTOA (from prior year level)					
		2012	**2013**	**2014**	**2015**
Sales Tax		4%	4%	4%	3%
Petroleum Business Tax		5%	1%	1%	1%
Corporate Franchise Tax		0%	0%	0%	0%
Corporate Tax Surcharge		12%	5%	7%	6%

MMTOA STATE DEDICATED TAXES
July Financial Plan 2012 - 2015
($ in millions)

	ACTUAL 2010	FORECAST 2011	FORECAST 2012	FORECAST 2013	FORECAST 2014	FORECAST 2015
Forecast of MMTOA Gross Receipts (SFY):						
Sales Tax	$740.5	$782.5	$810.5	$840.5	$870.5	$900.5
PBT	127.1	131.0	137.0	138.0	139.0	140.0
Corporate Franchise	71.2	65.0	65.0	65.0	65.0	65.0
Corporate Surcharge	874.8	886.2	991.2	1,038.0	1,106.2	1,171.0
Total Gross Receipts Available for Allocation	**$1,813.6**	**$1,864.7**	**$2,003.7**	**$2,081.5**	**$2,180.7**	**$2,276.5**
Allocation of Total Gross Receipts to DownState:						
Total Gross Receipts	$1,813.6	$1,864.7	$2,003.7	$2,081.5	$2,180.7	$2,276.5
Less: Upstate Share of PBT	(57.2)	(59.0)	(61.7)	(62.1)	(62.6)	(63.0)
Upstate Percent Share of Investment Income	3.15%	3.16%	3.08%	2.98%	2.87%	2.77%
Less: Upstate Share of Investment Income	0.0	0.0	0.0	0.0	0.0	0.0
Total Net DownState Share Available for Allocatior	**$1,756.4**	**$1,805.8**	**$1,942.1**	**$2,019.4**	**$2,118.2**	**$2,213.5**
Less: 18-B Adjustment	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)
Adjusted Total Net DownState Share for Allocatior	**$1,566.9**	**$1,616.2**	**$1,752.5**	**$1,829.9**	**$1,928.6**	**$2,024.0**
Allocation of Total Net DownState Share to NYCT/SIR:						
NYCT/SIR Share	**56.28%**	**54.62%**	**60.01%**	**60.01%**	**60.01%**	**60.01%**
From Total Net DownState Share	$988.4	$986.3	$1,165.5	$1,211.9	$1,271.2	$1,328.4
Less: 18-B Adjustment	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)
Adjusted Total Net DownState Share	$834.6	$832.5	$1,011.7	$1,058.1	$1,117.3	$1,174.6
From Carryover	32.9	0.0	0.0	0.0	0.0	0.0
Total NYCT/SIR Share of Net DownState Share	**$867.5**	**$832.5**	**$1,011.7**	**$1,058.1**	**$1,117.3**	**$1,174.6**
Total SIR Share	3.1	2.8	3.4	3.6	3.8	4.0
Total NYCT Share of Net DownState Share	**$864.4**	**$829.7**	**$1,008.2**	**$1,054.5**	**$1,113.5**	**$1,170.6**
Allocation of Total Net DownState Share to MTA:						
MTA Share	**25.98%**	**24.97%**	**27.25%**	**27.25%**	**27.25%**	**27.25%**
From Total Net DownState Share	$456.4	$450.9	$529.3	$550.3	$577.3	$603.2
Less: 18-B Adjustment	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)
Adjusted Total Net DownState Share	$435.2	$429.7	$508.1	$529.1	$556.1	$582.0
From Carryover	12.0	0.0	0.0	0.0	0.0	0.0
Total MTA Share of Net DownState Share	**$447.2**	**$429.7**	**$508.1**	**$529.1**	**$556.1**	**$582.0**
Allocation of Total Net DownState Share to LIB:						
LI Bus Share	**2.62%**	**2.57%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**
From Total Net DownState Share	$46.1	$46.4	$0.0	$0.0	$0.0	$0.0
Less: Used for 18-B/other	(2.1)	(2.1)	0.0	0.0	0.0	0.0
Adjusted Total Net DownState Share	$43.1	$44.2	$0.0	$0.0	$0.0	$0.0
From Carryover	1.1	0.0	0.0	0.0	0.0	0.0
Total LIB Share of Net DownState Share	**$44.2**	**$44.2**	**$0.0**	**$0.0**	**$0.0**	**$0.0**

PETROLEUM BUSINESS TAXES (PBT)
(Trust Fund Taxes)

The Statewide Dedicated Funds Pool is the repository for revenues from the following dedicated taxes and fees:

- Petroleum business taxes - a business privilege tax imposed on petroleum businesses operating in New York State
- Motor fuel taxes - an excise tax levied with respect to gasoline and diesel motor fuels
- Motor vehicle fees - derived mainly from vehicle registration and driver license fees

Subject to statutory allocation under current State Law, thirty-four percent (34%) of the Dedicated Funds Pool is currently deposited in the Mass Transportation Trust Fund (MTTF) for MTA's benefit. Sixty-three percent (63%) of the remaining sixty-seven percent (67%) is earmarked for State uses including upstate highways and other transportation, and the other three percent (3%) is allotted to other mass transit operating agencies. Amounts transferred from the MTTF Account to the MTA's Dedicated Tax Fund constitute MTTF Receipts. For the purposes of budget preparations, MTTF Receipts are also referred to interchangeably as PBT Receipts. Eighty-five percent (85%) of the MTTF Receipts are payable to New York City Transit (NYCT) for the benefit of NYCT and SIR, and the remaining 15% to MTA for the benefit of LIRR and Metro-North.

MTA utilizes the MTTF Receipts (PBT) to pay debt service on MTA's Dedicated Tax Fund Bonds (DTF Bonds). Debt service on DTF Bonds is payable first from PBT Receipts and then, to the extent of any deficiency, from MMTOA Taxes. On an annual basis to date, PBT Receipts have been sufficient to meet all debt service commitments and no MMTOA Taxes have been used for this purpose.

After debt obligations are satisfied, the remaining PBT funds are allocated to New York City Transit and the Commuter Railroads in accordance with the formula provided by statute (85% to NYCT and 15% to the Commuter Railroads.)

The PBT forecast in the 2011 MTA July Plan reflects NYS' most recent revenue projections in its 2011-12 Enacted Budget. On a year-to-year basis, the MTA PBT revenues are expected to increase in 2011 by $16 million, in 2012 by $10 million, in 2013 by $4 million, in 2014 by $2 million and in 2015 by $2 million. On a plan-to-plan basis, the July Plan PBT revenues are expected to increase from the February Plan forecasts for all the years covered in the Plan, details of which are discussed in the following sections.

2011 Mid-Year Forecast

The 2011 MTA Mid-Year PBT estimate, on a cash basis, is $620 million, which is $8 million above the February Plan forecast and reflects NYS' PBT appropriation

in its 2011-12 Enacted Budget. Based on actual results through June, adjusted for collection trends over the prior two years, the estimate was adjusted upward to the State's 2011-12 appropriation. Of the total PBT allocation, 85% or $527 million is earmarked for New York City Transit and 15% or $93 million for the commuter railroads.

On an accrual basis, the PBT estimate for 2011 is $621 million. The accrual estimate is based on a one-month lag in the booking and collection of PBT proceeds.

2012 Preliminary Budget

The 2012 MTA PBT cash projection is $631 million, which is $15 million above the February Plan estimate, reflecting NYS' Enacted Budget re-estimates of PBT revenues, as well as a higher base year estimate for 2011. Of the total PBT, $536 million, or 85% is earmarked for New York City Transit, and $95 million, or 15% is earmarked for the Commuter Railroads.

On an accrual basis, the 2012 PBT estimate is $631 million, an increase of $10 million from the prior year's level.

2013 - 2015

For 2013 through 2015, PBT cash estimates are $634 million, $636 million and $638 million, respectively. The PBT estimates are above the February Plan levels by $23 million in 2013 and $26 million in 2014, which reflect NYS's Enacted Budget forecasts. The 2013 through 2015 PBT forecasts are higher than the previous year by 4 % in 2013, 4% in 2014 and 0.1% in 2015.

On an accrual basis, PBT estimates for 2013 through 2015 are $634 million, $636 million and $638 million, respectively.

PETROLEUM BUSINESS TAX PROJECTIONS
July Financial Plan 2012 - 2015
($ in millions)

	ACTUAL	FORECAST				
	2010	2011	2012	2013	2014	2015
Total Net PBT Collections Available for Distribution	**$1,776.9**	**$1,824.7**	**$1,854.5**	**$1,864.7**	**$1,869.5**	**$1,875.0**
Distribution Shares:						
MTA Total	34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Other Transit	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Highway Trust Fund	63.0%	63.0%	63.0%	63.0%	63.0%	63.0%
General Fund	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Share Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**
Amount of Total Net Collections Available for the MTA:						
MTA Total	**$604.2**	**$620.4**	**$630.5**	**$634.0**	**$635.6**	**$637.5**
Accrued						
NYCT/SIR Share of MTA Total	$511.9	$528.1	$536.2	$539.0	$540.4	$541.9
Commuter Railroad Share of MTA Total	90.3	93.2	94.6	95.1	95.4	95.6
MTA Total of Net Collections	**$602.3**	**$621.2**	**$630.8**	**$634.1**	**$635.8**	**$637.5**
Cash						
NYCT/SIR Share of MTA Total	$513.5	$527.3	$536.0	$538.9	$540.3	$541.9
Commuter Railroad Share of MTA Total	90.6	93.1	94.6	95.1	95.3	95.6
MTA Total of Net Collections	**$604.2**	**$620.4**	**$630.5**	**$634.0**	**$635.6**	**$637.5**

MORTGAGE RECORDING TAXES (MRT)

The Mortgage Recording Taxes consist of two separate taxes: Mortgage Recording Tax-1 (MRT-1) and Mortgage Recording Tax-2 (MRT-2).

MRT-1 is imposed on the borrower for recorded mortgages of real property, subject to certain exclusions, and collected by New York City and the seven other counties within the MTA's service area, at the rate of three-tenths of one percent (3/10%) of the debt secured by certain real estate mortgages. Receipts from MRT-1 must be applied, first, to meet MTA Headquarters operating expenses and, second, to make deposits into the New York City Transit (NYCT) Account (55% of the remaining amount) and the Commuter Railroad Account (45% of the remaining amount).

Funds in the NYCT Account are required to be used to pay operating and capital costs of NYCT, its subsidiaries, and Staten Island Railway (SIR). Funds in the Commuter Railroad Account are required to be first used to pay up to $20 million to the State Suburban Transportation Fund each year. In the event the transfer to the Suburban Fund would result in a Commuter Railroad operating deficit, the amount of the deficit is appropriated to the MTA for Commuter Railroad operating purposes, and not transferred to the Suburban Fund. After first making the required transfers to the Suburban Fund, the balance in the Commuter Railroad Account is required to be used to pay commuter railroad operating and capital costs.

MRT-2 is a tax imposed on the institutional lender. It consists of one-quarter of one percent (1/4%) of certain recorded mortgages secured by real estate structures containing one to six dwelling units in the MTA's service area. MRT-2 receipts are to be applied, first, to make deposits into the Payment Sub-accounts for Dutchess, Orange and Rockland Fund (DORF) payments and, second, to make deposits into the Corporate Purposes Sub-account for the purpose of paying operating and capital costs, including debt service and debt service reserve requirements, if any, incurred for the benefit of MTA, NYCT and their respective subsidiaries.

MTA is required to make annual DORF payments, in equal quarterly installments, of $1.5 million each for Dutchess and Orange, and $2.0 million for Rockland. Additionally, MTA must transfer to DORF for each of these three counties an amount equal to the product of (i) the percentage by which the county's mortgage recording tax payment (MRT-1 excluding recent rate increases plus MRT-2) to MTA in the preceding calendar year increased over such payment in calendar year 1989 and (ii) $1.5 million each for Dutchess and Orange Counties and $2.0 million for Rockland County.

Forecast Methodology

Forecasts of MRT receipts for 2011 consist of actual receipts through May. Monthly receipts for the remainder of 2011 are assumed to be unchanged from the Adopted Budget forecast, which is consistent with the year-to-date monthly average of 2011 receipts. As with the MRT projections presented in the February Financial Plan, MTA consulted with real estate tax analysts at New York City's Office of Management and

Budget prior to the preparation of MRT forecasts. Based on those discussions, growth assumptions from the February Plan have been maintained. That said, forecasts for 2012 through 2015 were developed on a 2011 base that is higher than the base used for the February Plan. The higher base reflects a favorable 2010 variance of $11 million that was realized after the February Plan projections were completed, as well as a favorable $3 million variance through the first five months of 2011.

2011 Mid-Year Forecast

MRT receipts are forecast to be $242 million in 2011, $3 million, or 1%, more than 2010 MRT receipts. This projected increase would be the first since annual receipts began to decline in 2007. MRT-1, which is collected on mortgages for both commercial and residential properties, is projected to increase $6 million (4%) while MRT-2, which is paid only on residential properties with fewer than seven units in the structure, is forecast to be $3 million (4%) below 2010 receipts.

The 2011 Mid-Year Forecast for MRT is $3 million more than the Adopted Budget forecast (1%), reflecting a modest recovery in MRT-1 while the recovery in MRT-2 receipts continues to lag. MRT-1 is estimated to be $4 million more (3%) than the Adopted Budget, while MRT-2 is projected to be $1 million less (1%) than the Adopted Budget; both variances from the Adopted Budget reflect year-to-date actuals, with the remainder of the year projected to be unchanged from the Adopted Budget.

2012 Preliminary Budget

Based on evidence of a modest economic recovery in the region and recent real estate activity, the 2012 MRT forecast reflects growth in both the commercial and residential real estate markets. MRT receipts are forecast to be $300 million in 2012, $58 million, or 24%, greater than the 2011 Mid-Year Forecast. While this increase is significant in light of the declines experienced over the past five years, the 2012 MRT projection is only 39% of 2006 MRT receipts, which were $763 million. Seventy percent of the increase is expected to come from MRT-1 receipts, which is projected to increase $41 million (27%); MRT-2 receipts are forecast to increase $18 million (20%).

The 2012 Preliminary Budget for MRT is $22 million more than the February Plan forecast (8%), reflecting both a higher base in 2011 and a larger year-over-year increase (24% versus 16% assumed in the February Plan). MRT-1 is estimated to be $17 million more (10%) than the February Plan forecast, while MRT-2 is projected to be $5 million more (5%) than the February Plan forecast.

2013 - 2015

MRT receipts are expected to improve annually by 18% in both 2013 and 2014 – increasing by $53 million in 2013 and $62 million in 2014 – before slightly declining by $16 million (4%) in 2015. Mortgage interest rates are expected to increase from their currently low levels during the Plan period, and it is expected that these increases will have a dampening effect by the end of the Plan period. While the increases in MRT receipts are significant – particularly when compared with the massive declines over the

past five years – 2014 MRT receipts will still remain below 2003 levels, which was four years before MRT receipts began to decline.

For 2013 and 2014, MRT receipts in the July Plan exceed the projections in the February Plan. Receipts are projected to be above the February Plan level by $26 million (8%) for 2013 and by $30 million (8%) for 2014.

The following table summarizes MRT year-to-year changes in the July Plan:

	2011	2012	2013	2014	2015
MRT-1	4%	27%	17%	17%	(3)%
MRT-2	(4)%	20%	19%	19%	(6)%
TOTAL	1%	24%	18%	18%	(4)%

Additional Assumptions

The MTA General Reserve is funded from MRT-2 subsidies. With the year approximately half over, the July Plan reduces the General Reserve for 2011 from the February Plan level of $100 million to $50 million. Beginning in 2012 through the end of the Plan period, the July Plan assumes General Reserve levels of $100 million annually, which is unchanged from the February Plan.

Other MRT-2 Adjustments

MRT-2 is used to reimburse the agencies for certain security expenses from a fund managed by MTA Police. These monies are used for short term security projects. Consistent with the February Plan, an annual amount of $10 million has been earmarked in the July Plan to cover these security expenses from 2011 through 2015.

In addition to the adjustments above, the July Plan, like the February Plan, assumes that funds from subsidies will be used to cover debt service cash flow requirements of the MTA Bus Company (MTABC). This is pursuant to an agreement that the MTA pays the capital costs of the MTABC 2005-2009 capital program, to the extent that it is otherwise not paid from Federal grants, matching City funds, or other funding sources specifically dedicated to MTABC capital projects. As part of the terms of this agreement, the MTA is required to pay the debt service on bonds and commercial papers expended after November 2006 on MTABC capital projects, until such amounts are paid in full, which would require payments through the Plan period and beyond. The July Plan estimates of the required amounts are $25 million annually beginning in 2011 and continuing for the duration of the Plan period. This reflects no changes to the February Plan.

The MTA is also required to fund a portion of MTA Bus' debt service from New York City Transit subsidies each year, which is projected to be $12 million annually for the duration of the Plan. These amounts reflect reimbursement to MTA Bus under a swap agreement with New York City Transit. [For details see *Subsidy and Other Technical Adjustments* in this section].

Summary of Mortgage Recording Tax Projections
July Financial Plan 2012-2015
($ in millions)

Cash Basis

	ACTUAL	FORECAST				
	2010	2011	2012	2013	2014	2015
MORTGAGE RECORDING TAX #261-1						
Receipts Available for Transfer to NYCT and CRs:						
Total Gross Receipts	$146.6	$152.7	$193.4	$226.7	$264.6	$247.3
Less: MTAHQ Operating Deficit	(276.4)	(307.9)	(325.1)	(332.6)	(353.1)	(372.4)
Receipts Available for Transfer	**($129.9)**	**($155.2)**	**($131.7)**	**($105.9)**	**($88.5)**	**($125.1)**
Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
MRT-2 Required to Balance	129.9	155.2	131.7	105.9	88.5	125.1
Adjusted Receipts Available for Transfer	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Allocation of Net Receipts to NYCT/SIR Account:						
Opening Balance	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
NYCT/SIR Share	**55%**	**55%**	**55%**	**55%**	**55%**	**55%**
From Current Year Net Receipts	0.0	0.0	0.0	0.0	0.0	0.0
Total NYCT/SIR Net Cash Share	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Total SIR Net Cash Share	0.0	0.0	0.0	0.0	0.0	0.0
Total NYCT Net Cash Share	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Allocation of Net Receipts to Commuter Railroad Account:						
Opening Balance - CR/SHF	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Commuter Railroad Share	**45%**	**45%**	**45%**	**45%**	**45%**	**45%**
From Net Receipts	0.0	0.0	0.0	0.0	0.0	0.0
Total Commuter Railroad Net Cash Share	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
MORTGAGE RECORDING TAX #261-2						
Receipts Available						
Total Receipts to Corporate Account	$92.5	$89.0	$106.5	$126.4	$150.7	$134.0
All Agency Security Pool	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Enhanced Security Training	(3.2)	0.0	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)
General Reserve	0.0	(50.0)	(100.0)	(100.0)	(100.0)	(100.0)
Investment Income	2.3	4.2	4.3	4.5	4.7	4.9
Total Receipts Available for Transfer	**$56.7**	**$8.3**	**($24.1)**	**($4.0)**	**$20.5**	**$4.0**
Use of Total Receipts:						
DORF Opening Balance	$5.0	$4.5	$4.5	$4.5	$4.5	$4.5
Less: Transfer to MTA DORF Account	(7.9)	(7.1)	(6.9)	(8.3)	(9.9)	(11.8)
Less: Transfer to MTAHQ Funds	(129.9)	(155.2)	(131.7)	(105.9)	(88.5)	(125.1)
Net Receipts Available	**($76.0)**	**($149.6)**	**($158.2)**	**($113.7)**	**($73.4)**	**($128.4)**

URBAN TAXES

Urban Taxes consist of two separate taxes applied to certain commercial real property transactions and commercial mortgage recordings within New York City: a Mortgage Recording Tax (MRT) imposed on mortgages exceeding $500,000 on New York City commercial properties; and, a Real Property Transfer Tax (RPTT) imposed on the transfer of New York City commercial real properties valued over $500,000. Tax receipts are available only for transit purposes in New York City, with 90% of the receipts earmarked for New York City Transit (NYCT) general operations and 6% used for the partial reimbursement of NYCT Paratransit costs. The remaining 4% earmarked as subsidy for the New York City private buses; the City is currently utilizing these funds to reimburse MTA Bus expenses. Figures below reflect the 90% of Urban Tax receipts earmarked to NYCT general operations.

Forecast Methodology

Forecasts of Urban Tax receipts for 2011 consist of actual receipts through May. Monthly receipts for the remainder of the year are assumed to be unchanged from the Adopted Budget forecast. This is consistent with the year-to-date monthly average of 2011 receipts when adjusted to exclude one exceptionally large transaction recorded in January. As with the projections presented in the February Financial Plan, MTA consulted with real estate tax analysts at New York City's Office of Management and Budget prior to the preparation of the Urban Tax forecasts. Based on those discussions, growth assumptions from the February Plan have been maintained. That said, forecasts for 2012 through 2015 were developed on a 2011 base that is modestly lower than the base used for the February Plan. The lower base reflects a unfavorable 2010 variance of $4 million that was realized after the February Plan projections were completed, as well as a favorable $3 million variance through the first five months of 2011, excluding the receipts from the one exceptionally large January transaction recording.

2011 Mid-Year Forecast

Urban Tax receipts are forecast to be $260 million in 2011, $87 million, or 50%, more than 2010 receipts. While this increase in Urban Tax receipts follows a very modest increase of $24 million (16%) in 2010, it also follows an 83% decline from 2007 to 2009, when annual receipts fell by $733 million. RPTT receipts are projected to increase $69 million (55%) and MRT receipts are forecast to be $18 million (36%) above 2010 receipts. Eighteen percent of the 2011 growth is attributable to a single real estate transaction that was recorded in January which generated $16 million in RPTT; excluding the receipts from this transaction, the increase in Urban Tax would have been 41 percent.

The 2011 Mid-Year Forecast for the Urban Taxes is $16 million more than the Adopted Budget forecast, a 7% improvement that reflects the year-to-date variances. RPTT is estimated to be $13 million more (7%) than the Adopted Budget, while MRT is projected to be $3 million more (5%) than the Adopted Budget.

2012 Preliminary Budget

Based on evidence of a modest economic recovery and recent real estate activity, the 2012 Urban Tax forecast reflects growth in the New York City commercial real estate market. Urban Tax receipts are forecast to be $318 million in 2012, $58 million, or 22%, greater than 2011. This projected increase, while building on the increase that is projected for 2011, will nonetheless still result in receipts that are just 36 percent of the Urban Tax's peak in 2007. About three-quarters of the increase is expected to come from MRT receipts, which are projected to increase $43 million (63%), while RPTT receipts are forecast to increase $15 million (8%). The small RPTT increase from 2011 relative to the MRT increase is due to the high level of 2010 RPTT receipts, reflecting the large transaction recorded in January; without the receipts from that transaction, RPTT growth from 2011 would have increased $48 million (30%).

The 2012 Preliminary Budget for the Urban Taxes is $12 million more than the February Plan forecast (4%), reflecting a modestly stronger year-over-year increase: 30% (after factoring out the large one-time transactions recorded in January) versus 25% assumed in the February Plan. RPTT is estimated to be $2 million less (1%) than the February Plan forecast, while MRT is projected to be $14 million more (14%) than the February Plan forecast.

2013 - 2015

Urban Tax receipts are expected to improve annually, increasing by $31 million in 2013, $19 million in 2014 and $23 million in 2015. Despite these increases, projected 2015 Urban Tax receipts will still be 56 percent below 2007 receipts, when receipts peaked.

For 2013 and 2014, Urban Tax receipts in the July Plan exceed the projections in the February Plan. Receipts are projected to be above the February Plan by $15 million (4%) for 2013 and by $16 million (5%) for 2014.

The following table summarizes Urban Tax year-to-year changes in the July Plan:

	2011	2012	2013	2014	2015
Real Property Transfer Tax	55%	8%	6%	3%	6%
Mortgage Recording Tax	36%	63%	17%	10%	7%
TOTAL	50%	22%	10%	5%	6%

PAYROLL MOBILITY TAX

The Payroll Mobility Tax (PMT) was enacted in 2009 by New York State (Chapter 25 of the Laws of 2009) to provide a stable source of revenues for the MTA that would also address the MTA's revenue shortfall and operating budget gap. The PMT is also referred to interchangeably as the Metropolitan Commuter Transportation Mobility Tax (MCTMT). The following details pertain to the PMT:

- A payroll tax of 0.34 percent imposed on payroll expenses of all employers and on net earnings of self-employed individuals engaged in business within the 12-county region serviced by the MTA, referred to as the Metropolitan Commuter Transportation District (MCTD).

- The entire proceeds from the mobility tax are remitted by employers to the State for deposit into an account that benefits the MTA.

- The legislation mandates that tax payments from school districts will be reimbursed by the State; however, it allows a one-year lag in reimbursements to the school districts, the first of which is expected in 2010.

- The legislation permits the MTA to utilize the payroll mobility tax revenues:

    - As pledged revenue to secure and be applied to the payment of bonds to be issued in the future to fund capital projects of the MTA and NYCTA and NYCTA subsidiaries

    - To pay capital costs, including debt service of MTA and its subsidiaries, and NYCTA and its subsidiaries

    - To pay for costs, including operating costs of MTA and its subsidiaries, and NYCTA and its subsidiaries

Based on the MTA July Plan estimates, the PMT is expected to generate $1,415 million for the MTA in 2011, $1,484 million in 2012, $1,551 million in 2013, $1,618 million in 2014 and $1,687 million in 2015. The July Plan is unchanged from the February Plan forecast for PMT.

2011 Mid-Year Forecast

The July Plan forecast of MTA PMT revenues for 2011 of $1,415 million is consistent with the February Plan estimate. Based on actual collections year-to-date through June and the collection pattern since the implementation of the tax in 2009, the PMT receipts are on target with the February estimate.

2012 Preliminary Budget

The 2012 Preliminary Budget PMT forecast of $1,484 million is unchanged from the February Plan. The forecast for the 2011 base year, as noted above, remains unchanged from the February Plan, and the July Plan continues to assume annual growth of 5 percent from the base year.

2013 - 2015

The July Plan PMT forecast is $1,551 million for 2013, $1,618 million for 2014 and $1,687 million for 2015, unchanged from the February Plan levels. The estimates assume 5 percent growth per annum from the prior year's level.

MTA AID TRUST REVENUES

Legislative actions by New York State in May 2009 directed revenues from the following new taxes and fees to the MTA Aid Trust Account:

License Fee - a supplemental fee of one dollar for each six month period of validity of a learner's permit or driver's license issued to individuals residing in the Metropolitan Commuter Transportation District (MCTD)

Auto Registration Fee - a $25 increase in automobile registration fees in the MTA region, on an annual basis, to be paid by automobile registrants in increments of $50, since car registrations cover a two-year period

Taxicab Tax – a tax of $0.50 per ride imposed on taxicab owners for each taxicab ride that originates in New York City and terminates within the 12-county MTA region

Auto Rental Tax – a supplemental tax of five-percent (5%) of the cost of automobile rentals within the MCTD

The legislation establishing these new tax streams:

- Allows for the revenues to be pledged by MTA or by TBTA to secure debt.

- Allows the MTA to pay operating and capital costs of the MTA and its subsidiaries and NYCTA and its subsidiaries as determined by the MTA, subject to the provisions of the above referenced pledges, or in the event there is no such pledge.

The July Plan estimates of MTA AID taxes are unchanged from the estimates in the February Plan. For 2011, the MTA July Plan, consistent with the February Plan, estimates annual receipts of $24 million in license fees, $161 million in auto registration fees, $75 million in taxicab taxes and $31 million in auto rental taxes. For 2012 through 2015, the Plan assumes overall annual growth of 1.5 percent per annum, which is consistent with the February Plan.

2011 Mid-Year Forecast

Based on year-to-date collection patterns, the 2011 Mid-Year forecast of MTA Aid is $290 million, which is unchanged from the February Plan estimate.

2012 Preliminary Budget

The MTA Aid forecast for 2012 in the MTA July Plan is $295 million, which is consistent with the February Plan forecast. The July Plan continues to assume moderate growth of

1.5 percent per annum to account for anticipated moderate favorable economic activity over the years covered by the Plan.

2013 – 2015

The July Plan forecast for MTA Aid revenues is $299 million in 2013, $304 million in 2014 and $308 million in 2015. These estimates are unchanged from the February Plan levels.

STATE AND LOCAL SUBSIDIES

State and Local Subsidies consist of the following:

- *New York State Operating Assistance* - a statewide mass transportation program (State 18-b Operating Assistance) that provides direct State aid to the MTA, which is appropriated by the State Legislature on an annual basis. Beginning in 1994, the State earmarked a portion of the dedicated taxes to fund the State's obligation of 18-b payments.

- *Local Operating Assistance* - Each County in the MTA Transportation District is required by the transportation law to match the amounts of 18-b Operating Assistance paid by the State. The matching payments are to be made quarterly to the MTA. This also includes any other assistance from NYC and the localities.

- *Station Maintenance* – a subsidy paid by the City and each of the seven counties in the MTA region for the operation, maintenance and use of Commuter System passenger stations within the City and each of the counties. Station Maintenance base amounts were established in 1999 and are subject to CPI (Consumer Price Index) adjustment each year thereafter.

- Nassau County Subsidy to MTA Long Island Bus – assistance intended to meet payment obligations to help cover LIB's operating deficit. Nassau's Local 18-b match for LIB is included in the Nassau County subsidy. Note that Nassau County has given notice of the termination of the existing Lease & Operation Agreement between Nassau County and LI Bus effective as of December 31, 2011; hence the July Plan includes an estimate for 2011 only. Beginning in 2012, the Plan reflects the cessation of LI Bus' operations. (See the Overview Section of this report for full details).

- *Connecticut Department of Transportation (CDOT) Subsidy to Metro-North Railroad* - subsidy payments made to Metro-North Railroad as reimbursement for expenses associated with commuter train operations by Metro-North in the State of Connecticut.

- *New York City Subsidy for MTA Bus* - New York City reimbursement to the MTA of the costs of MTA Bus' operation. The current costs of the MTA Bus' operations are 100% reimbursable by the City of New York. Under an agreement with the MTA, the City of New York committed to pay MTA Bus the difference between the actual operating costs of the City bus routes and all revenues received for operations from said routes. MMTOA, State and Local 18-b and Urban Taxes that are designated for the former private buses, which are subsidized by the City

as required by Statute, continue to be paid directly to the City and are used by the City to partially fund MTA Bus.

- New York City Subsidy for SI Railway – subsidy payments made by New York City to cover expenses associated with SI Railway operations.

- *Additional Mass Transit Assistance Program (AMTAP)* - For 2011, Long Island Bus' subsidies include additional assistance appropriated by the State as a legislative addition in the 2011-12 Enacted Budget.

2011 Mid-Year Forecast

In the 2011 Mid-Year Forecast, the total State and Local cash subsidy estimate is $699 million, an increase of $67 million from the February Plan level. The change is primarily due to favorable Local Operating Assistance, which includes $35 million of 18-b Operating Assistance that was expected in 2010, but was carried over to 2011 due to timing delays, as well as a $29 million re-estimate of NYC subsidies. Also contributing to the favorable variance is AMTAP revenue for Long Island Bus of $6 million, which was not expected at the time the February Plan was finalized, and Station Maintenance of $3 million, partially offset by $5 million in reduced Nassau County subsidy. On an accrual basis, total State and Local subsidy is $32 million favorable.

For 2011, the cash forecast of City Subsidy to MTA Bus increased by $45 million from the February Plan level. This was primarily due to favorable cash timing adjustments, including retroactive wage and insurance adjustments.

2012 – 2015

When compared with the February Plan, total State and Local subsidy increases by $25 million in 2012, $24 million in 2013, and $26 million in 2014. This was, due to favorable re-estimates of NYC subsidies, CDOT and Station Maintenance, offset by the unfavorable impact of the elimination from the July Plan of Nassau County Subsidy for LIB and LIB's share of State Operating Assistance, due to the cessation of LI Bus' operations on December 31, 2011.

MTA SUBSIDY TO SUBSIDIARIES

The MTA Subsidy to Subsidiaries reflects the amounts needed to cover the operating deficits of LIB and SIR after all other subsidies and operating revenues are allocated.

In the 2011 Mid-Year Forecast, on a cash basis, total estimated MTA Subsidy to Subsidiaries is $13 million, which is $43 million lower than the February Plan forecast. This is due in part to a reduction of LIB's share from the February Plan level consistent with the agreement with the State Senate to provide additional one–time financial assistance to continue the LI Bus service at the existing levels through the end of 2011. (See the full discussion in the Overview Sections of this report). This is also due in part to re-estimates of NYC subsidies to SIR, which is also reflected in the Local Operating Assistance section of this report.

For 2012 thorough 2014, the forecasts of MTA Subsidy to Subsidiaries have been revised downward from the February Plan estimates by $57 million in 2012, $57 million in 2013 and $59 million in 2014. This is due to the cessation of LI Bus' operation effective as of December 31, 2011, and to re-estimates of NYC's subsidies to SIR.

SUBSIDY AND OTHER TECHNICAL ADJUSTMENTS

In addition to the adjustments to MRT-2, which are discussed in the MRT Section, the July Plan includes other subsidy adjustments for 2011 through 2015.

MTA Bus Debt Service - Consistent with the February Plan, the July Plan reflects the MTA's agreement with the City of New York to fund a portion of MTA Bus' debt service from New York City Transit subsidies each year, which is $12 million annually for the duration of the Plan. These amounts reflect reimbursement to MTA Bus under a swap agreement with New York City Transit in which Federal capital grant moneys earmarked for MTA Bus are paid directly to New York City Transit; NYCT applies these funds to cover its own capital projects and in turn reimburses MTA Bus. This is in addition to the MTA's funding of all capital costs associated with MTABC's 2005-2009 Capital Program, currently estimated at $25 million annually that was pursuant to an agreement between the MTA and the City of New York. [For details see *Other MRT-2 Adjustments* in the Mortgage Recording Taxes (MRT) Section].

Inter-Agency Loans - The July Plan, like the February Plan, assumes that the inter-agency loans of $135 million that were borrowed in 2009 and 2010 will be paid in 2011 and 2012.

Forward Energy Contract – Since 2008, MTA has engaged in a hedging strategy intended to lock in fuel prices. In 2010, MTA entered into an energy hedge nominally valued at $73 million, and for 2011 MTA is continuing this policy by setting aside $100 million to lock in favorable pricing for diesel fuel and natural gas. MTA intends to continue with this hedging strategy through the remainder of the Plan period.

MNR Repayment for 525 North Broadway

In 2007, an arrangement was made whereby MTA Capital would advance the funds for MNR's capital project at 525 North Broadway, for which MTA Capital would be reimbursed overtime from MNR's operating budget. The July Plan incorporates the repayment of this loan beginning with $7.3 million in 2011, and $2.4 million annually from 2012 through 2015.

Repayment of Loan to Capital Financing Fund

The Plan anticipates the repayment of a Board-authorized $500 million interagency loan, from the "Capital Financing Fund" (non-bond related funds dedicated to capital programs) to the operating budget, in five equal installments of $100 million annually beginning in 2012. In previous plans this was below-the-line, but is being incorporated into the baseline with this July Plan.

Committed to Capital – Like the February Plan, the July Plan assumes that a portion of the new tax revenues authorized by New York State in May 2009 will be used for the MTA Capital Program. The 2011 Mid-Year Forecast is $21 million, which is $79 million below the February Plan estimate. This change is primarily due to New York State's action to help mitigate the revenue reductions to the MTA described in the MMTOA Section of this report, which reduce the member projects in the MTA Capital Program by $70 million and allow the MTA to reduce its funding of capital by the same amount of $70 million. Similarly, the MTA came to an agreement with the New York State Senate to operate Long Island Bus through the end of 2011 with no service reductions, and in return, member projects will be reduced by $8.6 million, thereby reducing MTA capital contributions by the stated amount. For 2012 and the subsequent Plan years, there are no changes to the February Plan forecasts. The 2012 payment is planned at $150 million, and the payments increase by increments of $50 million annually beginning in 2013 until the annual contribution achieves $450 million in 2018. This level of contribution will be necessary to support local funding for the first two years of the proposed 2010-2014 capital programs, including support for "mega" projects like East Side Access and the Second Avenue Subway.

MTA New York City Transit Subsidy Allocation
July Financial Plan 2012-2015
Cash Basis
($ in millions)

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Subsidies						
Dedicated Taxes						
(MMTOA)	$864.4	$829.7	$1,008.2	$1,054.5	$1,113.5	$1,170.6
Petroleum Business Tax (PBT) Receipts	513.5	527.3	536.0	538.9	540.3	541.9
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0	0.0
Urban Tax	173.7	260.2	318.2	349.1	367.9	390.6
	$1,551.7	**$1,617.2**	**$1,862.4**	**$1,942.5**	**$2,021.7**	**$2,103.0**
New State Taxes and Fees						
Payroll Mobility Tax	$1,036.8	$1,153.5	$1,135.5	$1,089.5	$1,221.3	$1,222.9
MTA Aid	172.8	182.7	185.5	188.2	191.1	193.9
	$1,209.6	**$1,336.2**	**$1,320.9**	**$1,277.7**	**$1,412.4**	**$1,416.8**
State and Local Subsidies						
State Operating Assistance	$158.1	$158.1	$158.1	$158.1	$158.1	$158.1
Local Operating Assistance	123.3	193.7	158.7	158.7	158.7	158.7
	$281.4	**$351.8**	**$316.8**	**$316.8**	**$316.8**	**$316.8**
Other Subsidy Adjustments						
Inter-Agency Loan	$134.5	($134.5)	($134.5)	$0.0	$0.0	$0.0
NYCT Charge Back of MTA Bus Debt Service	(11.1)	(11.5)	(11.5)	(11.5)	(11.5)	(11.5)
Forward Energy Contracts - 2009 (12 mth Contract)	0.0	0.0	0.0	0.0	0.0	0.0
Forward Energy Contracts - 2011 (12 mth Contract)	0.0	(67.0)	67.0	0.0	0.0	0.0
Committed to Capital	(35.0)	(21.0)	(105.0)	(140.0)	(175.0)	(210.0)
	$88.4	**($234.0)**	**($184.0)**	**($151.5)**	**($186.5)**	**($221.5)**
Total Dedicated Taxes & State and Local Subsidies	**$3,131.1**	**$3,071.2**	**$3,316.1**	**$3,385.5**	**$3,564.4**	**$3,615.1**
Inter-agency Subsidy Transactions						
Bridges and Tunnels Operating Surplus Transfer	$140.2	$174.1	$163.2	$146.5	$128.0	$99.6
	$140.2	**$174.1**	**$163.2**	**$146.5**	**$128.0**	**$99.6**
GROSS SUBSIDIES	**$3,271.3**	**$3,245.3**	**$3,479.3**	**$3,532.0**	**$3,692.4**	**$3,714.8**

MTA Commuter Railroad Subsidy Allocation
July Financial Plan 2012-2015
Cash Basis
($ in millions)

Subsidies	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Dedicated Taxes						
(MMTOA)	$447.2	$429.7	$508.1	$529.1	$556.1	$582.0
Petroleum Business Tax (PBT) Receipts	90.6	93.1	94.6	95.1	95.3	95.6
Investment Income	0.5	0.9	1.0	1.0	1.0	1.1
	$538.3	**$523.7**	**$603.6**	**$625.2**	**$652.4**	**$678.8**
New State Taxes and Fees						
Payroll Mobility Tax	$315.0	$261.8	$348.8	$461.4	$396.3	$463.8
MTA Aid	101.9	107.6	109.2	110.8	112.5	114.2
	$416.9	**$369.4**	**$458.0**	**$572.2**	**$508.8**	**$578.0**
State and Local Subsidies						
State Operating Assistance	$29.3	$29.3	$29.3	$29.3	$29.3	$29.3
Local Operating Assistance	29.2	29.2	29.2	29.2	29.2	29.2
CDOT Subsidy	77.7	94.9	109.0	125.4	134.9	139.1
Station Maintenance	149.1	153.2	155.7	158.8	162.0	165.2
AMTAP	0.0	0.0	0.0	0.0	0.0	0.0
	$285.2	**$306.5**	**$323.2**	**$342.7**	**$355.4**	**$362.8**
Other Subsidy Adjustments						
Forward Energy Contracts - 2009 (12 mth Contract)	$76.3	$0.0	$0.0	$0.0	$0.0	$0.0
Forward Energy Contracts - 2011 (12 mth Contract)	0.0	(33.0)	33.0	0.0	0.0	0.0
MNR Repayment for 525 North Broadway	0.0	(7.3)	(2.4)	(2.4)	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	0.0	0.0	(100.0)	(100.0)	(100.0)	(100.0)
Committed to Capital	(12.2)	(0.4)	(45.0)	(60.0)	(75.0)	(90.0)
	$64.1	**($40.7)**	**($114.4)**	**($162.4)**	**($177.4)**	**($192.4)**
Total Dedicated Taxes & State and Local Subsidies	**$1,304.5**	**$1,158.9**	**$1,270.4**	**$1,377.7**	**$1,339.2**	**$1,427.1**
Inter-agency Subsidy Transactions						
Bridges and Tunnels Operating Surplus Transfer	**$265.8**	**$309.9**	**$285.6**	**$268.9**	**$250.5**	**$221.9**
GROSS SUBSIDIES	**$1,570.3**	**$1,468.8**	**$1,556.0**	**$1,646.5**	**$1,589.7**	**$1,649.1**

MTA Long Island Bus Subsidy Allocation
July Financial Plan 2012-2015
Cash Basis
($ in millions)

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Subsidies						
Dedicated Taxes						
Metropolitan Mass Transportation Operating Assist (MMTOA)	$44.2	$44.2	$0.0	$0.0	$0.0	$0.0
State and Local Subsidies						
State Operating Assistance	$2.5	$3.0	$0.0	$0.0	$0.0	$0.0
Nassau County Subsidy	9.1	4.6	0.0	0.0	0.0	0.0
AMTAP	5.3	5.6	0.0	0.0	0.0	0.0
	$16.9	**$13.2**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Total Dedicated Taxes & State and Local Subsidies	**$61.2**	**$57.4**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Inter-agency Subsidy Transactions						
MTA Subsidy to Subsidiaries	**$21.5**	**$13.1**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
GROSS SUBSIDIES	**$82.7**	**$70.5**	**$0.0**	**$0.0**	**$0.0**	**$0.0**

Note: *The financial plan assumes the cessation of LI Bus operations on December 31, 2011. For 2012 and beyond, it assumes the full exclusion of LI Bus as a separate operating entity from all budget forecasts.*

MTA Staten Island Railway Subsidy Allocation
July Financial Plan 2012-2015
Cash Basis
($ in millions)

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Subsidies						
Dedicated Taxes						
(MMTOA)	$3.1	$2.8	$3.4	$3.6	$3.8	$4.0
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0	0.0
	$3.1	**$2.8**	**$3.4**	**$3.6**	**$3.8**	**$4.0**
State and Local Subsidies						
State Operating Assistance	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5
Local Operating Assistance [1]	0.4	26.7	30.1	29.1	30.7	31.9
	$0.9	**$27.3**	**$30.6**	**$29.6**	**$31.2**	**$32.4**
Total Dedicated Taxes & State and Local Subsidies	**$4.0**	**$30.1**	**$34.0**	**$33.2**	**$35.0**	**$36.4**
Inter-agency Subsidy Transactions						
MTA Subsidy to Subsidiaries	**$25.5**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
GROSS SUBSIDIES	**$29.4**	**$30.1**	**$34.0**	**$33.2**	**$35.0**	**$36.4**

[1] Local Operating Assistance includes a subsidy from the City of New York to fund the Staten Island Railway deficit.

MTA Headquarters Subsidy Allocation
July Financial Plan 2012-2015
Cash Basis
($ in millions)

Subsidies	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Dedicated Taxes						
Mortgage Recording Tax-1						
Net Receipts After Agency Transfers	$146.6	$152.7	$193.4	$226.7	$264.6	$247.3
Adjustments						
MRT-2 Required to Balance	$129.9	$155.2	$131.7	$105.9	$88.5	$125.1
	$129.9	***$155.2***	***$131.7***	***$105.9***	***$88.5***	***$125.1***
Net Funding of MTA Headquarters	**$276.4**	**$307.9**	**$325.1**	**$332.6**	**$353.1**	**$372.4**
Mortgage Recording Tax - 2						
Net Receipts	$92.5	$89.0	$106.5	$126.4	$150.7	$134.0
Adjustments						
Funding of General Reserve	$0.0	($50.0)	($100.0)	($100.0)	($100.0)	($100.0)
Diversion of MRT to Suburban Counties	(2.9)	(2.7)	(2.5)	(3.8)	(5.4)	(7.3)
Carryover/Opening Balances/Interest	2.3	4.2	4.3	4.5	4.7	4.9
Agency Security Costs from MRT	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Enhanced Security Training	(3.2)	0.0	0.0	0.0	0.0	0.0
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)
Transfer to MRT-1	(129.9)	(155.2)	(131.7)	(105.9)	(88.5)	(125.1)
	($168.5)	***($238.6)***	***($264.7)***	***($240.2)***	***($224.1)***	***($262.4)***
Unallocated MRT-2 Receipts	**($76.0)**	**($149.6)**	**($158.2)**	**($113.7)**	**($73.4)**	**($128.4)**

MTA Bus Company Subsidy Allocation
July Financial Plan 2012-2015
Cash Basis
($ in millions)

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Subsidies						
City Subsidy to MTA Bus Company	**$241.7**	**$353.7**	**$333.2**	**$341.3**	**$356.3**	**$376.3**

MTA BRIDGES & TUNNELS
SURPLUS TRANSFER
July Financial Plan 2012-2015
($ in millions)

	ACTUAL	FORECAST				
	2010	2011	2012	2013	2014	2015
Net Surplus/(Deficit)	**$1,049.467**	**$1,119.266**	**$1,108.058**	**$1,089.832**	**$1,074.980**	**$1,047.464**
Deductions from Net Operating Income:						
Investment Income	$0.147	$0.215	$1.156	$2.701	$2.859	$3.596
Total Debt Service	592.893	612.007	624.685	639.978	662.023	692.544
Reserves	10.656	12.494	20.222	18.451	18.413	18.379
Capitalized Assets	14.340	14.353	14.548	14.762	15.003	15.258
GASB Reserves	2.322	1.831	1.911	1.921	1.956	2.006
Total Deductions from Net Operating Income	**$620.358**	**$640.901**	**$662.522**	**$677.812**	**$700.254**	**$731.783**
Net Income Available for Transfer to MTA and NYCT	**$429.109**	**$478.366**	**$445.536**	**$412.020**	**$374.726**	**$315.681**
Distribution of Funds to MTA:						
Investment Income in Current Year	$0.147	$0.215	$1.156	$2.701	$2.859	$3.596
Accrued Current Year Allocation	277.084	302.727	283.740	267.205	248.615	218.979
Total Accrued Amount Distributed to MTA	**$277.231**	**$302.942**	**$284.896**	**$269.906**	**$251.474**	**$222.575**
Distribution of Funds to NYCT:						
First $24 million of Surplus reserved for NYCT	$24.000	$24.000	$24.000	$24.000	$24.000	$24.000
Additional Accrued Current Year Allocation	128.026	151.638	137.796	120.815	102.111	72.703
Total Accrued Amount Distributed to NYCT	**$152.026**	**$175.638**	**$161.796**	**$144.815**	**$126.111**	**$96.703**
Actual Cash Transfer to MTA and NYCT:						
From Current Year Surplus	$265.776	$309.857	$285.639	$268.858	$250.474	$221.942
Investment Income in Prior Year	0.256	0.147	0.215	1.156	2.701	2.859
Total Cash Amount Distributed to MTA	**$266.032**	**$310.004**	**$285.854**	**$270.014**	**$253.175**	**$224.801**
Total Cash Amount Distributed to NYCT	**$140.167**	**$174.057**	**$163.180**	**$146.513**	**$127.981**	**$99.643**

MTA BRIDGES & TUNNELS
SURPLUS TRANSFER
July Financial Plan 2012-2015
($ in millions)

	ACTUAL	FORECAST				
	2010	2011	2012	2013	2014	2015
Debt Service Detail by Agency:						
B&T Own Purpose Debt Service	$179.535	$207.841	$229.063	$243.067	$264.849	$295.955
NYCT Transportation Debt Service	281.208	277.627	270.783	271.650	271.839	271.433
MTA Transportation Debt Service	132.150	126.539	124.839	125.261	125.335	125.156
Total Debt Service by Agency[1]	**$592.893**	**$612.007**	**$624.685**	**$639.978**	**$662.023**	**$692.544**
Total Accrued Amount for Transfer to MTA and NYCT:						
Total Adjusted Net Income Available for Transfer	$1,022.002	$1,090.373	$1,070.221	$1,051.997	$1,036.749	$1,008.225
Less: B&T Total Debt Service	(179.535)	(207.841)	(229.063)	(243.067)	(264.849)	(295.955)
Less: first $24 million reserved for NYCT	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)
Remainder of Total Accrued Amount for Transfer	**$818.467**	**$858.532**	**$817.158**	**$784.931**	**$747.900**	**$688.270**
Calculation of Actual Cash Transfer to MTA:						
Distribution of Remainder to MTA						
Fifty Percent of Total Accrued Amount for Transfer	$409.234	$429.266	$408.579	$392.465	$373.950	$344.135
Less: MTA Total Debt Service	(132.150)	(126.539)	(124.839)	(125.261)	(125.335)	(125.156)
MTA's Accrued Current Year Allocation	**$277.084**	**$302.727**	**$283.740**	**$267.205**	**$248.615**	**$218.979**
Cash Conversion of MTA's Accrued Amount						
Current Year Amount	$239.681	$272.455	$255.366	$240.484	$223.753	$197.081
Balance of Prior Year	26.095	37.402	30.273	28.374	26.720	24.861
Cash Transfer to MTA[1]	**$265.776**	**$309.857**	**$285.639**	**$268.858**	**$250.474**	**$221.942**
Calculation of Actual Cash Transfer to NYCT:						
Distribution of Remainder to NYCT						
Fifty Percent of Total Accrued Amount for Transfer	$409.234	$429.266	$408.579	$392.465	$373.950	$344.135
Less: NYCT Total Debt Service	(281.208)	(277.627)	(270.783)	(271.650)	(271.839)	(271.433)
Plus: first $24 million reserved for NYCT	24.000	24.000	24.000	24.000	24.000	24.000
NYCT's Accrued Current Year Allocation	**$152.026**	**$175.638**	**$161.796**	**$144.815**	**$126.111**	**$96.703**
Cash Conversion of NYCT's Accrued Amount						
Current Year Amount	$136.043	$158.075	$145.617	$130.333	$113.500	$87.032
Balance of Prior Year	4.124	15.982	17.564	16.180	14.481	12.611
Cash Transfer to NYCT	**$140.167**	**$174.057**	**$163.180**	**$146.513**	**$127.981**	**$99.643**
B & T Charged Debt Service Detail by Type:						
Project Debt Service						
B & T Own Purpose Debt Service	$179.535	$207.841	$229.063	$243.067	$264.849	$295.955
NYCT Transportation Project Debt Service	281.208	277.627	270.783	271.650	271.839	271.433
MTA Transportation Project Debt Service	132.150	126.539	124.839	125.261	125.335	125.156
Total Project Debt Service	**$592.893**	**$612.007**	**$624.685**	**$639.978**	**$662.023**	**$692.544**

SUMMARY

MTA LONG ISLAND BUS

MULTI-YEAR FINANCIAL PLAN

2012-2015

($ in millions)

	ACTUAL	FORECAST				
	2010	**2011**	**2012**	**2013**	**2014**	**2015**
Revenue Summary:						
Farebox Revenue	$43.8	$46.5	$0.0	$0.0	$0.0	$0.0
Other Revenue	1.6	1.7	0.0	0.0	0.0	0.0
State/Local Subsidies	60.1	57.4	0.0	0.0	0.0	0.0
Total Revenue Before MTA Subsidy	**$105.5**	**$105.6**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Non-Reimbursable Expense Summary:						
Labor Expenses	$102.5	$101.2	$0.0	$0.0	$0.0	$0.0
Non-Labor Expenses	29.3	22.7	0.0	0.0	0.0	0.0
Depreciation	0.0	0.0	0.0	0.0	0.0	0.0
OPEB Obligation	9.0	9.0	0.0	0.0	0.0	0.0
Environmetal Remediation	0.0	0.0	0.0	0.0	0.0	0.0
Total Non-Reimbursable Expenses	**$140.8**	**$132.8**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Total Net Revenue	**($35.3)**	**($27.2)**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Cash Adjustment Summary:						
Operating Cash Adjustments	$25.6	($4.0)	$0.0	$0.0	$0.0	$0.0
Subsidy Cash Adjustments	1.1	0.0	0.0	0.0	0.0	0.0
Total Cash Adjustment	**$26.7**	**($4.0)**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Gross Cash Balance	**($8.6)**	**($31.2)**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
MTA Internal Subsidy	21.5	13.0	0.0	0.0	0.0	0.0
Net Cash Balance from Previous Year	**$5.3**	**$18.2**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Baseline Net Cash Surplus/(Deficit)	**$18.2**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**

SUMMARY

MTA STATEN ISLAND RAILWAY

MULTI-YEAR FINANCIAL PLAN

2012-2015

($ in millions)

	ACTUAL	FORECAST				
	2010	**2011**	**2012**	**2013**	**2014**	**2015**
Revenue Summary:						
Farebox Revenue	$5.0	$5.3	$5.4	$5.5	$5.6	$5.7
Other Revenue	$2.2	2.1	2.1	2.1	2.1	2.1
State/City Subsidies	$4.1	30.0	34.0	33.2	35.0	36.4
Total Revenue Before MTA Subsidy	**$11.3**	**$37.3**	**$41.5**	**$40.8**	**$42.7**	**$44.2**
Non-Reimbursable Expense Summary:						
Labor Expenses	$28.7	$25.9	$29.6	$30.7	$31.8	$32.8
Non-Labor Expenses	$9.5	8.3	11.6	9.7	10.5	10.9
Depreciation	$9.1	9.0	9.0	9.0	9.0	9.0
OPEB Obligation	$1.9	2.8	3.0	3.0	3.0	3.0
Environmental Remediation	$0.2	0.0	0.0	0.0	0.0	0.0
Total Non-Reimbursable Expenses	**$49.4**	**$46.0**	**$53.2**	**$52.4**	**$54.3**	**$55.7**
Total Net Revenue	**($38.1)**	**($8.7)**	**($11.7)**	**($11.6)**	**($11.6)**	**($11.6)**
Cash Adjustment Summary:						
Operating Cash Adjustments	$13.0	$6.5	$11.7	$11.6	$11.6	$11.6
Subsidy Cash Adjustments	(0.1)	0.1	0.0	0.0	0.0	0.0
Total Cash Adjustment	**$12.9**	**$6.7**	**$11.7**	**$11.6**	**$11.6**	**$11.6**
Gross Cash Balance	**($25.2)**	**($2.0)**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
MTA Internal Subsidy	25.5	0.0	0.0	0.0	0.0	0.0
Net Cash Balance from Previous Year	**$1.8**	**$2.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Baseline Net Cash Surplus/(Deficit)	**$2.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**

SUMMARY
MTA BUS COMPANY
MULTI-YEAR FINANCIAL PLAN
2012-2015
($ in millions)

	ACTUAL	FORECAST				
	2010	**2011**	**2012**	**2013**	**2014**	**2015**
Revenue Summary:						
Farebox Revenue	$168.0	$181.2	$183.3	$184.6	$186.3	$187.8
Other Revenue	21.6	18.8	19.0	19.4	19.8	20.2
Total Revenue Before MTA Subsidy	**$189.6**	**$200.1**	**$202.4**	**$204.0**	**$206.1**	**$208.0**
Non-Reimbursable Expense Summary:						
Labor Expenses	$366.9	$377.1	$392.3	$399.6	$405.8	$422.7
Non-Labor Expenses	134.5	148.1	147.0	154.7	163.1	170.4
Depreciation	40.4	42.2	42.2	42.2	42.2	42.2
OPEB Obligation	51.6	54.6	55.4	56.3	56.9	57.7
Environmental Remediation	4.1	0.0	0.0	0.0	0.0	0.0
Total Non-Reimbursable Expenses	**$597.6**	**$622.1**	**$636.9**	**$652.8**	**$668.1**	**$693.0**
Total Net Revenue	**($408.0)**	**($422.0)**	**($434.6)**	**($448.8)**	**($462.0)**	**($485.1)**
Cash Adjustments	$124.1	$59.0	$112.4	$109.9	$109.6	$111.5
GASB Cash Adjustments	($3.6)	($3.9)	($4.3)	($5.3)	($6.3)	($6.3)
Subsidy Cash Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
Total Cash Adjustment	**$120.5**	**$55.1**	**$108.1**	**$104.5**	**$103.3**	**$105.2**
Gross Cash Balance	**($287.5)**	**($366.9)**	**($326.5)**	**($344.3)**	**($358.7)**	**($379.9)**
City Subsidy						
Accrued	287.5	366.9	326.5	344.3	358.7	379.9
Cash	241.7	353.7	333.2	341.3	356.3	376.3
Cash Flow Adjustments	(45.8)	(13.2)	6.7	(3.0)	(2.4)	(3.5)
Net Cash Balance from Previous Year	**$57.3**	**$11.6**	**$0.0**	**$6.7**	**$3.8**	**$1.4**
Baseline Net Cash Surplus/(Deficit)	**$11.6**	**($1.7)**	**$6.7**	**$3.8**	**$1.4**	**($2.2)**

MTA New York City Transit
July Financial Plan 2012 - 2015
Paratransit Operations
($ in thousands)

	2011	2012	2013	2014	2015
Paratransit Costs:					
Operating Expenses					
Salaries	$ 11,873	$ 12,017	$ 12,017	$ 12,017	$ 12,017
Benefits	3,821	3,841	3,841	3,841	3,841
Rental & Miscellaneous	464,540	557,716	672,769	805,096	948,054
Total Paratransit Costs	$ 480,234	$ 573,574	$ 688,627	$ 820,954	$ 963,912
Revenue:					
Fares	$ 17,588	$ 20,399	$ 23,631	$ 27,348	$ 31,623
Urban Tax	16,631	20,560	22,381	23,558	25,080
Sub-total	$ 34,219	$ 40,959	$ 46,012	$ 50,906	$ 56,703
City Reimbursements	88,533	106,240	127,489	152,987	183,585
Total Revenue	$ 122,752	$ 147,199	$ 173,501	$ 203,893	$ 240,288
Net NYCT Expense	$ 357,482	$ 426,375	$ 515,125	$ 617,060	$ 723,624
ADA Trips	7,539,883	8,734,946	10,109,270	11,689,742	13,507,285
Pct Change from Previous Year	9.7%	15.8%	15.7%	15.6%	15.5%
City Reimbursable OTPS					
Carrier Services	350,802	424,670	510,621	612,166	719,633
Insurance	42,772	52,496	65,829	82,542	103,506
Fuel	24,739	30,530	37,606	44,715	53,519
DSS	24,104	27,362	30,919	34,938	39,480
Eligibility Certification	4,499	5,275	6,675	7,701	8,882
Other	16,445	16,204	19,940	21,855	21,855
Non-City Reimbursable OTPS	1,179	1,179	1,179	1,179	1,179
Total OTPS	464,540	557,716	672,769	805,096	948,054
Pct Change from Previous Year	3.1%	20.1%	20.6%	19.7%	17.8%
Paratransit Service Contracts	384,436	462,338	553,246	659,837	773,026

MTA LONG ISLAND BUS
July Financial Plan 2011 - 2014
Able-Ride Paratransit Operations
($ in millions)

	2011	2012	2013	2014	2015
Paratransit Costs:					
Operating Expenses					
Salaries	$8.918	$0.000	$0.000	$0.000	$0.000
Benefits	3.225	0.000	0.000	0.000	0.000
Other than Personal Services	3.650	0.000	0.000	0.000	0.000
Total Paratransit Costs	$15.793	$0.000	$0.000	$0.000	$0.000
Revenue:					
Fares	$1.169	$0.000	$0.000	$0.000	$0.000
Reimbursements	-	-	-	-	-
Total Revenue	$1.169	$0.000	$0.000	$0.000	$0.000
Net LIB Expense	$14.624	$0.000	$0.000	$0.000	$0.000
Funding as a Percent of Cost:					
Farebox	7.4%	0.0%	0.0%	0.0%	0.0%
LIB Share	92.6%	0.0%	0.0%	0.0%	0.0%
ADA Trips	280,503	-	-	-	-

Debt Service

Debt Service in the Financial Plan

The following table reflects debt service projections for 2011 through 2015 associated with *approved* Capital Programs, including the two-year approved portion of the 2010-2014 Capital Programs. As approved by the Capital Program Review Board on June 2, 2010, the 2010-2014 Capital Programs finances capital expenditures associated with the first two years of commitments for transit, commuter railroads and bus projects. The TBTA 2010-2014 Capital Program finances capital expenditures associated with the full five years of commitments. The table summarizes all MTA and TBTA debt service for this July 2011 Financial Plan (excluding State Service Contract and Convention Center debt service which is fully paid by New York State).

Debt Service Forecast (in millions) (1)

Year	February Plan Debt Service	July Plan Debt Service	Difference Favorable/(Unfavorable)
2011	$2,043	$1,987	$56
2012	2,215	2,168	47
2013	2,392	2,305	87
2014	2,583	2,448	135
2015	2,722	2,570	152
Total:	**$11,955**	**$11,478**	**$477**

The following is a summary of the key assumptions used to determine the debt service projections included in the financial plan.

Debt Issuance Assumptions:

Forecasted Borrowing Schedule	2011	2012	2013	2014	2015
New Money Bonds [1] *($ in millions)*	1,170	2,126	1,687	1,939	1,687
Assumed Fixed-Rates					
Transportation Revenue Bonds	5.64%	6.05%	6.43%	6.74%	7.14%
Dedicated Tax Fund Bonds	5.23%	5.61%	5.96%	6.25%	6.62%
Triborough Bridge & Tunnel Authority	5.23%	5.61%	5.96%	6.25%	6.62%
Assumed Variable Rates	4.00%	4.00%	4.00%	4.00%	4.00%
Weighted Average Interest Rates [2]					
Transportation Revenue Bonds	5.47%	5.85%	6.19%	6.47%	6.83%
Dedicated Tax Fund Bonds	5.10%	5.45%	5.77%	6.03%	6.36%
Triborough Bridge & Tunnel Authority	5.10%	5.45%	5.77%	6.03%	6.36%

1. Years 2011 to 2015 include assumed borrowing for existing approved Capital Programs. FY 2011 new money bonds are net of commercial paper.
2. Weighted Average of fixed and variable forecasted rates (see below for explanation).

- All debt is assumed to be issued as 30-year level debt, principal amortized over the life of the bonds.
- Current fixed-rate estimates derived from prevailing Fair Market Yield Curves for A- and AA- Transportation issuers using Bloomberg Information Service. Financial Plan years 2011–2015 derived by applying changes in U.S. Municipal Forward Curves to prevailing transportation curves (as of June 3, 2011).
- Split of fixed-rate debt versus variable rate debt each year is 90% fixed and 10% variable.
- New bond issues calculated interest rate at time of issuance use weighted average of fixed and variable assumptions (actual fixed-rates in table above assumed for fixed-rate bonds).
- Cost of issuance is 2% of gross bonding amount.
- New money bonds for currently approved transit and commuter projects assume a target split of 25% under the DTF credit and 75% under the Transportation credit, subject to satisfying the additional bonds test under the DTF Resolution. New money bonds for the two-year approved portion of the 2010-2014 Capital Program assumed to be issued under the Transportation credit.
- All bonds issued to finance TBTA capital projects issued under the TBTA General Revenue Resolution.
- Assumes $21.4 million of Pay-Go funding in FY 2011 and $100 million annually during FYs 2012-2016.
- No reserve funds.

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan 2012-2015

Summary of Total Budgeted Debt Service

($ in millions)

Line Number		ACTUAL 2010	FORECAST 2011	2012	2013	2014	2015
9	***New York City Transit:***						
10							
11	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	$496.502	$569.323	$596.889	$594.571	$600.108	$600.013
12	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	32.279	103.590	169.707	227.101	286.928
13	2 Broadway Certificates of Participation - NYCT Share	23.740	22.502	21.904	21.914	21.950	21.984
14	Transportation Resolution Commercial Paper	1.752	13.875	20.173	20.173	20.173	20.173
15	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	293.737	317.337	325.578	327.165	325.955	328.039
16	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	12.456	33.540	51.811	61.453
17	*Sub-Total MTA Paid Debt Service*	$815.732	$955.317	$1,080.590	$1,167.070	$1,247.098	$1,318.590
18							
19	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	$194.637	$197.960	$191.303	$192.610	$192.338	$192.340
20	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	81.146	79.695	79.521	79.082	79.544	79.138
21	*Sub-Total B&T Paid Debt Service*	$275.783	$277.655	$270.824	$271.692	$271.882	$271.478
22							
23	**Total NYCT Debt Service**	**$1,091.514**	**$1,232.972**	**$1,351.413**	**$1,438.763**	**$1,518.980**	**$1,590.068**
24							
25	***Commuter Railroads:***						
26							
27	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	$342.890	$397.763	$411.306	$409.709	$413.524	$413.459
28	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	7.837	33.053	67.990	105.069	124.590
29	Transportation Resolution Commercial Paper	0.813	7.381	10.737	10.737	10.737	10.737
30	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	64.310	67.009	68.091	68.423	68.169	68.605
31	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000	0.000
32	*Sub-Total MTA Paid Debt Service*	$408.014	$479.989	$523.186	$556.858	$597.498	$617.390
33							
34	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	$87.119	$91.537	$89.920	$90.535	$90.407	$90.407
35	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	35.652	35.015	34.938	34.745	34.948	34.770
36	*Sub-Total B&T Paid Debt Service*	$122.771	$126.551	$124.858	$125.280	$125.355	$125.177
37							
38	**Total CRR Debt Service**	**$530.785**	**$606.540**	**$648.044**	**$682.138**	**$722.853**	**$742.567**
39							
40	***Bridges and Tunnels:***						
41							
42	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	$165.384	$182.510	$199.296	$200.658	$200.374	$200.376
43	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	32.054	31.481	31.412	31.239	31.421	31.261
44	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Progı	0.000	0.000	4.356	17.170	39.050	70.311
45	2 Broadway Certificates of Participation - TBTA Share	3.357	3.182	3.098	3.099	3.104	3.109
46							
47	**Total B&T Debt Service**	**$200.795**	**$217.173**	**$238.161**	**$252.166**	**$273.950**	**$305.058**
48							
49	***MTA Bus:***						
50							
51	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	$14.008	$17.690	$16.324	$16.260	$16.412	$16.409
52	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	1.976	3.952	3.952	3.952
53	Transportation Resolution Commercial Paper	0.386	3.501	5.091	5.091	5.091	5.091
54							
55	**Total MTA Bus Debt Service**	**$14.393**	**$21.191**	**$23.390**	**$25.303**	**$25.455**	**$25.452**
56							
57	**Total MTA HQ Debt Service for 2 Broadway Certificates of Participation**	**$3.257**	**$3.087**	**$3.005**	**$3.006**	**$3.011**	**$3.016**
58							

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2012-2015
Summary of Total Budgeted Debt Service
($ in millions)

Line Number		ACTUAL 2010	FORECAST 2011	2012	2013	2014	2015
59	***MTA Total:***						
60							
61	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	$853.400	$984.776	$1,024.518	$1,020.540	$1,030.044	$1,029.881
62	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	358.047	384.347	393.669	395.588	394.125	396.644
63	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	447.139	472.007	480.518	483.803	483.119	483.124
64	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	148.852	146.191	145.872	145.066	145.914	145.168
65	2 Broadway Certificates of Participation	30.354	28.772	28.006	28.019	28.066	28.110
66	Transportation Resolution Commercial Paper	2.951	24.757	36.000	36.000	36.000	36.000
67	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	40.115	138.619	241.649	336.122	415.470
68	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	12.456	33.540	51.811	61.453
69	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Progr	0.000	0.000	4.356	17.170	39.050	70.311
70							
71	**Total Debt Service**	**$1,840.744**	**$2,080.964**	**$2,264.014**	**$2,401.376**	**$2,544.249**	**$2,666.161**
72							
73	***MTA Investment Income by Resolution***						
74							
75	Investment Income from Transportation Debt Service Fund	$0.000	($0.101)	($0.174)	($0.189)	($0.205)	($0.216)
76	Investment Income from Dedicated Tax Fund Debt Service Fund	0.000	(0.039)	(0.061)	(0.064)	(0.067)	(0.070)
77	Investment Income from TBTA (B&T) General Revenue Debt Service Fund	0.000	(0.048)	(0.073)	(0.075)	(0.078)	(0.083)
78	Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund	0.000	(0.015)	(0.022)	(0.022)	(0.022)	(0.022)
79	Investment Income from 2 Broadway Certificates of Participation Debt Service Fund	0.000	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
80							
81	**Total MTA Wide Investment Income**	**$0.000**	**($0.203)**	**($0.330)**	**($0.351)**	**($0.372)**	**($0.390)**
82							
83	***MTA Wide Net Total***						
84							
85	Net Transportation Revenue Bonds Debt Service	$853.400	$1,024.790	$1,162.963	$1,261.999	$1,365.961	$1,445.135
86	Transportation Resolution Commercial Paper	2.951	24.757	36.000	36.000	36.000	36.000
87	Net Dedicated Tax Fund Bonds Debt Service	358.047	384.308	406.064	429.064	445.868	458.027
88	Net TBTA (B&T) General Revenue Bonds Debt Service	447.139	471.959	484.801	500.898	522.090	553.352
89	Net TBTA (B&T) Subordinate Revenue Bonds Debt Service	148.852	146.177	145.850	145.044	145.892	145.147
90	Net 2 Broadway Certificates of Participation Debt Service	30.354	28.772	28.006	28.019	28.065	28.109
91	Build America Bonds Interest Subsidy	(59.525)	(94.175)	(96.135)	(96.135)	(96.135)	(96.135)
92							
93	**Total MTA Wide Net Debt Service for Approved Capital Programs**	**$1,781.220**	**$1,986.587**	**$2,167.549**	**$2,304.890**	**$2,447.742**	**$2,569.635**

Debt Service Affordability Statement

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2012-2015
Debt Affordability Statement
$ in millions

Forecasted Debt Service and Borrowing Schedule	Notes	2010 ACTL	2011	2012	2013	2014	2015
Combined MTA/TBTA Forecasted Debt Service Schedule	1, 2, 3	1,750.9	1,957.8	2,139.5	2,276.9	2,419.7	2,541.5
Forecasted New Money Bonds Issued	4	3,633.1	1,169.5	2,125.6	1,686.9	1,938.6	1,686.9
Forecasted Debt Service by Credit	**Notes**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**
Transportation Revenue Bonds							
Pledged Revenues	5	$9,557.8	$10,430.7	$10,811.8	$11,059.1	$11,321.1	$11,574.5
Debt Service		826.4	993.1	1,140.3	1,239.3	1,343.3	1,422.4
Debt Service as a % of Pledged Revenues		9%	10%	11%	11%	12%	12%
Dedicated Tax Fund Bonds							
Pledged Revenues	6	$604.2	$620.4	$630.5	$634.0	$635.6	$637.5
Debt Service		333.0	355.9	377.7	400.7	417.5	429.7
Debt Service as a % of Pledged Revenues		55%	57%	60%	63%	66%	67%
Triborough Bridge and Tunnel Authority General Revenue Bonds							
Pledged Revenues	7	$1,049.5	$1,119.3	$1,108.1	$1,089.8	$1,075.0	$1,047.5
Debt Service		442.7	462.6	475.7	491.8	513.0	544.3
Debt Service as a % of Total Pledged Revenues		42%	41%	43%	45%	48%	52%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds							
Pledged Revenues	8	$606.8	$656.6	$632.3	$598.0	$562.0	$503.2
Debt Service		148.9	146.2	145.8	145.0	145.9	145.1
Debt Service as a % of Total Pledged Revenues		25%	22%	23%	24%	26%	29%
Cumulative Debt Service (Excluding State Service Contract Bonds)	**Notes**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**
Total Debt Service		$1,750.9	$1,957.8	$2,139.5	$2,276.9	$2,419.7	$2,541.5
Operating Revenues and Subsidies		11,335.3	12,145.6	12,624.4	12,976.0	13,359.8	13,663.9
Total Debt Service as a % of Operating Revenues and Subsidies		15%	16%	17%	19%	18%	19%
Fare and Toll Revenues		6,003.4	6,484.3	6,542.7	6,604.1	6,692.8	6,773.0
Total Debt Service as a % of Fare and Toll Revenue		29%	30%	33%	36%	36%	38%
Non-reimbursable expenses		12,716.9	13,309.7	13,960.8	14,487.0	15,189.7	15,976.3
Total Debt Service as % of Non-reimbursable expenses		14%	15%	15%	15%	16%	16%

Notes on the following page are integral to this table.

Notes

1 Unhedged tax-exempt variable rate debt reflects actual rates through April 2011, and 4.00% for the remaining life of bonds.

2 Synthetic fixed-rate debt assumed at swap rate.

3 Total debt service excludes COPS lease payments. All debt service numbers reduced by expected investment income and Build America Bonds (BAB) subsidy.

4 New money bonds amortized as 30-year level debt. New debt issued assumed 90% fixed-rate and 10% variable rate. Actual 2010 issuance is included with the forecast and is reflective of new money bonds and notes.

5 Transportation Revenue Bonds pledged revenues consist generally of the following: fares and other miscellaneous revenues from the transit and commuter systems, including advertising, rental income and certain concession revenues (not including Grand Central and Penn Station); revenues from the distribution to the transit and commuter system of TBTA surplus; State and local general operating subsidies, including the new State taxes and fees; special tax-supported operating subsidies after the payment of debt service on the MTA Dedicated Tax Fund Bonds; New York City urban tax for transit; station maintenance and service reimbursements; and revenues from the investment of capital program funds. Pledged revenues secure Transportation Revenue Bonds before the payment of operating and maintenance expenses. Starting in 2006, revenues, expenses and debt service for MTA Bus have also been included.

6 Dedicated Tax Fund pledged revenues as shown above consist generally of the following: petroleum business tax, motor fuel tax and motor vehicle fees deposited into the Dedicated Mass Transportation Trust Fund for the benefit of the MTA; in addition, while not reflected in the DTF pledged revenue figures above, the petrolium bussiness tax, district sales tax, franchaise taxes and temporary franchaise surcharges deposited into the Metropolitan Transporation Operating Assistance Account for the benefit of the MTA are also pledged. After the payment of debt service on the MTA Dedicated Tax Fund Bonds, these subsidies are available to pay debt service on the MTA Transporation Revenue Bonds, and then any remaining amounts are avaialable to be used to meet operating costs of the transit system, the commuter system, and SIRTOA.

7 Triborough Bridge and Tunnel Authority General Revenue Bond pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels. Pledged revenues secure TBTA General Revenue Bonds after the payment of TBTA operating and maintenance expenses, including certain reserves.

8 Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue Bonds.

9 Debt service schedules for each credit are attached as addendum hereto.

Special Notes

(1) Debt service associated with the approved portion of the 2010-2014 Capital Programs is included in the table above.

(2) Revenue and expense numbers do not include the impact of those items listed as part of the below-the-line adjustments on the financial schedules.

Metropolitan Transportation Authority (including Triborough Bridge and Tunnel Authority)

Total Budgeted Annual Debt Service

All Issuance to June 2011 ($ in millions)

	Transportation Revenue Resolution			Dedicated Tax Fund Resolution			TBTA General Revenue Resolution			TBTA Subordinate Resolution			MTA and TBTA Debt Service		
Fiscal Year	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined
2011	953.0	40.1	993.2	356.0	-	356.0	462.7	-	462.7	146.2	-	146.2	1,917.9	40.1	1,958.0
2012	1,001.8	138.6	1,140.4	365.3	12.5	377.8	471.5	4.4	475.8	145.9	-	145.9	1,984.4	155.4	2,139.9
2013	997.8	241.6	1,239.5	367.2	33.5	400.8	474.7	17.2	491.9	145.1	-	145.1	1,984.9	292.4	2,277.2
2014	1,007.3	336.1	1,343.5	365.8	51.8	417.6	474.1	39.0	513.1	145.9	-	145.9	1,993.1	427.0	2,420.0
2015	1,007.2	415.5	1,422.6	368.3	61.5	429.7	474.1	70.3	544.4	145.2	-	145.2	1,994.7	547.2	2,541.9
2016	1,016.9	462.9	1,479.8	368.4	61.5	429.8	473.1	107.7	580.8	146.0	-	146.0	2,004.4	632.0	2,636.4
2017	1,017.1	497.7	1,514.9	368.6	61.5	430.0	472.9	145.4	618.3	148.3	-	148.3	2,006.9	704.5	2,711.4
2018	1,017.9	514.7	1,532.6	367.9	61.5	429.4	469.7	177.9	647.6	146.1	-	146.1	2,001.6	754.1	2,755.7
2019	1,018.9	514.7	1,533.6	362.2	61.5	423.7	465.5	200.3	665.8	145.8	-	145.8	1,992.4	776.5	2,768.9
2020	1,018.4	514.7	1,533.1	364.4	61.5	425.9	465.7	208.4	674.1	145.2	-	145.2	1,993.6	784.6	2,778.2
2021	1,019.3	514.7	1,534.0	363.2	61.5	424.6	462.8	208.4	671.2	145.9	-	145.9	1,991.2	784.6	2,775.7
2022	1,018.8	514.7	1,533.5	360.1	61.5	421.5	466.8	208.4	675.2	145.4	-	145.4	1,991.0	784.6	2,775.6
2023	1,029.4	514.7	1,544.1	363.0	61.5	424.5	460.4	208.4	668.8	146.1	-	146.1	1,999.0	784.6	2,783.5
2024	1,030.5	514.7	1,545.2	362.4	61.5	423.8	466.2	208.4	674.6	146.0	-	146.0	2,005.1	784.6	2,789.7
2025	1,037.0	514.7	1,551.7	362.2	61.5	423.7	466.4	208.4	674.8	146.0	-	146.0	2,011.6	784.6	2,796.1
2026	1,078.3	514.7	1,593.0	359.9	61.5	421.3	465.7	208.4	674.1	146.2	-	146.2	2,050.1	784.6	2,834.7
2027	1,065.9	514.7	1,580.7	352.9	61.5	414.4	468.7	208.4	677.1	146.2	-	146.2	2,033.8	784.6	2,818.4
2028	1,066.5	514.7	1,581.2	360.4	61.5	421.8	466.9	208.4	675.3	146.5	-	146.5	2,040.3	784.6	2,824.9
2029	1,066.5	514.7	1,581.2	360.2	61.5	421.6	465.9	208.4	674.3	146.4	-	146.4	2,039.0	784.6	2,823.6
2030	1,069.1	514.7	1,583.8	359.2	61.5	420.6	468.0	208.4	676.4	146.7	-	146.7	2,042.9	784.6	2,827.5
2031	1,092.7	514.7	1,607.4	356.5	61.5	418.0	484.8	208.4	693.1	140.8	-	140.8	2,074.7	784.6	2,859.3
2032	997.8	514.7	1,512.6	359.4	61.5	420.9	407.8	208.4	616.2	86.4	-	86.4	1,851.4	784.6	2,636.0
2033	695.9	514.7	1,210.6	333.7	61.5	395.2	193.1	208.4	401.5	-	-	-	1,222.7	784.6	2,007.3
2034	698.2	514.7	1,212.9	182.7	61.5	244.1	197.9	208.4	406.3	-	-	-	1,078.7	784.6	1,863.3
2035	673.0	514.7	1,187.8	131.3	61.5	192.7	227.9	208.4	436.3	-	-	-	1,032.2	784.6	1,816.8
2036	491.6	514.7	1,006.3	146.0	61.5	207.5	221.8	208.4	430.2	-	-	-	859.4	784.6	1,644.0
2037	463.3	514.7	978.0	334.1	61.5	395.5	222.8	208.4	431.2	-	-	-	1,020.2	784.6	1,804.7
2038	411.1	514.7	925.8	322.8	61.5	384.2	203.5	208.4	411.9	-	-	-	937.4	784.6	1,722.0
2039	342.6	514.7	857.3	271.3	61.5	332.8	62.8	208.4	271.1	-	-	-	676.7	784.6	1,461.2
2040	213.0	514.7	727.7	29.9	61.5	91.4	19.9	208.4	228.3	-	-	-	262.8	784.6	1,047.4
2041	36.0	499.5	535.5	-	61.5	61.5	-	208.4	208.4	-	-	-	36.0	769.3	805.3

Notes:

Does not include debt service for State Service Contract Bonds and Convention Center Bonds, which is paid by NY State. Also excludes COPS lease payments.

Includes interest budgeted for Transportation Revenue Commercial Paper.

Forecasted Investment Income is not included above.

Net of Build Americal Bonds subsidy.

Debt Service associated with the approved portion of the 2010-2014 Capital Programs is included in the table above.

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Agency Baseline Assumptions

Agency Baseline Assumptions

The July Financial Plan consists of the 2011 Mid-Year Forecast, 2012 Preliminary Budget and 2013 to 2015 projections. Plan-to-plan changes compare the July Plan with the February Financial Plan, which included forecasts through 2014.

Consistent with MTA's commitment to making every dollar count", this Financial Plan contains expense growth while enhancing the customer experience through planned improvements in reliability, cleanliness and customer communications. The plan includes the continuation of existing savings initiatives, identifies new opportunities for savings and also makes investments in areas critical to improving service to its customers.

Over the 2010 to 2015 period, accrued baseline expenses, which include the impact of the 2011 Budget Reduction Program (BRP), grow at an average annual rate of 5.0%. "Uncontrollable" expenses –such as pension and fuel -- are projected to grow over the period by 9.8%, while "controllable" expenses will grow by only 2.1%. On a year-to-year basis, total 2011 baseline expenses grew 4.1% from 2010, an increase of $396 million. For 2012, expenses are projected to grow 5.6% over 2011, or $555 million.

The MTA is committed to driving even more savings. Additional Gap Closing Actions are listed in Volume I of the July Plan. Inclusion of these items would lower the growth rate in 2012 to 4.5% and growth over the 2010 to 2015 period to an average annual increase of 4.3%. Controllable expenses would decrease by 1.2% in 2012 with an average annual growth of 1.1% over the course of the Plan period.

In developing this Plan, the Agencies' task was two-fold: (i) adhere to the spending envelope contained in the February Financial Plan, so that the budget savings generated over the last two years would be maintained; and (ii) capture incremental budget savings necessary to accommodate the reduction in subsidies resulting from the NYS Budget Reduction as well as any costs associated with new needs.

On a net basis, the impact to the MTA in 2011 from the State Budget reduction is expected to be $100 million. In response to this reduction, the MTA in March developed its 2011 Budget Reduction Program which, when combined with under-spending in 2010, resulted in savings to the 2011 bottom line of $90 million.

In addition, Agencies were required to "self-fund" any expense growth (including any "New Need" program) by reducing costs in other areas. These self-funded savings could take the form of expense re-estimates or additional BRPs.

Growth in "uncontrollable" areas including health & welfare, pensions, energy and insurance is permissible, as these categories are heavily dependent on rates determined by outside factors. The growth in these areas, especially fuel, and lower farebox and toll revenues, is having an adverse impact on MTA finances. Also

impacting 2011 results was the lower revenue and higher expenses (overtime and materials) from severe weather in January and February.

As described in the Overview section, this Plan assumes the cessation of Long Island Bus service on December 31, 2011; therefore, the baseline cash deficit, exclusive of subsidy impacts, is reduced by approximately $90 million per year in 2012 and beyond.

Compared with February, the July Plan contains significant reductions in 2012 – 2014 headcount, projecting a reduction in total positions of 967 in 2012 with the reduction growing to a total of 1,129 positions by 2014. Overall, these reductions reflect the impact of a 2011 15% reduction in reimbursable administrative costs, which is part of the overall MTA program to lower the cost of the capital program, the 2011 Budget Reduction Program (BRP), and lower reimbursable project activity; specific details can be found in position and agency sections of the Plan. Worth noting is that these reductions are in addition to the more than 900 administrative positions that were eliminated from the operating budget in 2010. The total MTA-wide initiative will reduce reimbursable administrative positions by 443 in 2012.

MTA Efficiencies

Last November, MTA introduced new efficiencies to improve business operations, better manage its IT systems, reduce inventory, and consolidate additional operations, with projected savings of $75 million in 2011. These savings were subsequently incorporated into the February Financial Plan, with $53 million integrated into Agency baselines in 2011 ($22 million remaining below-the line) and $35 million integrated from 2012 to 2015. Other business practices with potential savings were also being targeted, including strategic sourcing, which is the practice of selecting capable and qualified suppliers to satisfy user needs at the lowest cost. When combined with the above savings, the total targeted reductions were $125 million in 2012, $175 million in 2013 and $200 million thereafter.

In the current July Plan, additional MTA efficiencies have been proposed, including further consolidations ($5 million in 2011), additional paratransit efficiencies ($14 million in 2012 to 2015), and greater savings from health care re-bids ($27 million from 2013 to 2015). Additional efficiencies are expected for non-revenue vehicle fleet costs, the right-sizing of office space, and further consolidations. These new initiatives, together with the existing program, increase the total targeted savings to $80 million in 2011, $139 million in 2012, $216 million in 2013, $241 million in 2014, and $266 million in 2015. After accounting for those items that have been incorporated in the baseline, savings of $27 million in 2011, $105 million in 2012, $181 million in 2013, $206 million in 2014, and $231 million in 2015 remain below the line.

Budget Reduction Program (BRP)

In response to the State Budget reduction described earlier, Agencies were asked in February to identify additional expense reductions, formally known as the Budget

Reduction Program. Although this exercise focused on reducing the 2011 deficit, agencies were encouraged to find reductions that would result in recurring savings in order to address deficits anticipated for 2012 and the out-years. Agencies were allowed to use "real" favorable results in 2010 "controllable" categories to meet their reduction target since those savings increased the cash carry-over into 2011. BRP details can be found in individual Agency sections and are summarized in the BRP – Programmatic table below and in sections that follow.

2011 Budget Reduction Program (BRP) Summary

July Financial Plan 2012 - 2015

($ in millions)

2011-2015 Budget Reductions - Programmatic

	2011		2012		2013		2014		2015	
	Pos	$	Pos	$	Pos	$	Pos	$	Pos	$
Agency										
New York City Transit	31	$24.1	21	$12.1	21	$10.0	21	$10.0	21	$10.0
Long Island Rail Road	20	10.9	15	7.7	15	8.3	15	8.4	15	8.4
Metro-North Railroad		2.7		0.0		0.0		0.0		0.0
Bridges and Tunnels		-		-		-		-		-
MTA Headquarters		3.1		2.8		0.5		0.5		0.5
MTA Bus		-		-		-		-		-
Long Island Bus		-		-		-		-		-
Staten Island Railway		0.4		-		-		-		-
Subtotal	**51**	**$41.2**	**36**	**$22.6**	**36**	**$18.8**	**36**	**$18.8**	**36**	**$18.8**

Additional 2011-2015 Budget Reductions - Programmatic

	2011		2012		2013		2014		2015	
	Pos	$	Pos	$	Pos	$	Pos	$	Pos	$
Agency										
New York City Transit		$9.4		$8.9		$11.0		$13.7		$16.9
Long Island Rail Road		1.6	12	3.9	12	5.4	12	5.5	12	5.5
Metro-North Railroad		-		-		-		-		-
Bridges and Tunnels	(10)	0.1	(10)	0.4	(10)	0.4	(10)	0.4	(10)	0.4
MTA Headquarters		-		-		-		-		-
MTA Bus		-		-		-		-		-
Long Island Bus		-		-		-		-		-
Staten Island Railway		-		-		-		-		-
Subtotal	**(10)**	**$11.1**	**2**	**$13.2**	**2**	**$16.8**	**2**	**$19.5**	**2**	**$22.8**
Total BRPs - Programmatic	**41**	**$52.3**	**38**	**$35.8**	**38**	**$35.6**	**38**	**$38.3**	**38**	**$41.7**

NOTE: Numbers exclude $53 million in 2010 savings.

The BRP's identified in March combined with additional savings developed for this Plan result in programmatic savings that reduce the deficit by $52 million in 2011, $36 million in 2012 and 2013, $38 million in 2014 and $42 million in 2015. These savings generate corresponding reductions in positions of 41 in 2011, and 38 in each year from 2012 through 2015.

Unlike the customary handling of the gap-closing action *Program to Eliminate the Gap (PEGs),* which is captured as a below-the-baseline impact, BRPs are incorporated into the baseline within the category construct of MTA's traditional financial statements. BRP reductions take place immediately while PEGs traditionally are identified for implementation in the following year.

The major budget reduction initiatives that comprise the total 2011 BRPs – Programmatic are listed below by agency. Specific details can be found in the BRP worksheets in Agency sections:

NYCT:
Major BRP savings include:

- Extension of alternative fuels (CNG) tax credit;
- Dependent Eligibility Verification Audit (DEVA);
- Department of Buses OTPS reductions;
- R-44 car disposal economy;
- Elimination of oil-less compressors in SMS program;
- Reduction in B-division (previously known as the BMT and IND divisions) tower operator work program; and
- Other re-estimations including attachment license reductions, lower Department of City-Wide Administration Services (DCAS) fees, and paratransit economies.

NYCT has also identified in its July Plan additional BRP savings to offset new needs and cost overruns. These new BRP savings include Paratransit savings and additional inventory draw-down savings in 2011.

LIRR:
Major BRP savings include:

- Non-payroll administrative-related savings;
- Deferred operating funded capital projects;
- Less traction motor rebuilds resulting from increased M3 reliability;
- M-7 Reliability Centered Maintenance schedule for HVAC;
- Elimination of vacant administrative positions and delays in hiring; and
- Reduction in penalty pay and related labor costs associated with servicing locomotive engines.

The LIRR has also identified in its July Plan additional BRP savings to offset new needs and cost overruns. The new BRP savings include additional non-payroll savings, transportation efficiencies, and Automated Verification System (AVS) implementation.

MNR:
Major BRP initiatives include:

- Delays in hiring; and
- Delayed implementation of additional service.

B&T:
Major BRP initiative is the elimination of contracted janitorial services.

MTAHQ:
Major BRP initiatives include:

- Reduction in facilities management and other operating capital funded projects; and
- Savings from reduced advertising and professional services requirements.

SIR:
Major BRP initiatives include:

- Delays in hiring; and
- Savings from efficiencies in operations.

Reimbursable Reduction in Administrative Positions

In the on-going effort to "make every dollar count", MTA focused on the Capital Program, seeking to complete projects for less cost and reduce the unfunded gap in the last years of the Capital Program. To that end, MTA is implementing a 15% reduction (both in dollars and headcount) from the reimbursable administrative capital budget, much like the reduction that was made last year in the administrative operating budget. For this exercise, engineering positions were included as part of MTA's broad effort to reduce the reimbursable budget. Please see the position and Agency sections for additional details. This initiative will reduce reimbursable administrative positions by 443 in 2012. The impact of this policy is also referenced in individual Agency sections. As a result of this reduction in reimbursable positions, there is also a reduction in overhead recovery from the capital program which supports the operating budget.

Baseline July Plan Changes from February Plan

The following table details the major changes between the February and July Plans in the Agency Baseline Forecasts:

AGENCY BASELINE
JULY CHANGES FROM FEBRUARY PLAN

Favorable/(Unfavorable)
($ in millions)

	2011	2012	2013	2014
MTA Savings Initiatives	**$52**	**$36**	**$36**	**$38**
2011 Budget Reduction Program (BRP)	41	23	19	19
Additional 2011 Budget Reduction Program (BRP)	11	13	17	19
New Needs/Investments	**($23)**	**($41)**	**($35)**	**($35)**
Maintenance	(16)	(36)	(30)	(30)
All Other	(7)	(6)	(5)	(5)
Agency Baseline Adjustments	**($126)**	**($65)**	**($58)**	**($66)**
Farebox/Toll Revenue	(26)	(41)	(56)	(39)
Other Revenue	(16)	(11)	(13)	(14)
Traction and Propulsion Power	14	21	19	5
Fuel for Buses and Trains	(48)	(54)	(55)	(50)
Health & Welfare (includes OPEB)	14	(29)	(38)	(55)
Pensions	16	(39)	(1)	31
2011 Winter Weather (Overtime)	(18)	0	0	0
Baseline Re-estimates (including timing from 2010)	(59)	(4)	(5)	(40)
LI Bus - Cessation of Service Effective 12/31/11	(4)	91	92	95
B&T Adjustments[1]	**$20**	**$34**	**$36**	**$36**
General Reserve	**$50**	**$0**	**$0**	**$0**
Net Cash Baseline Changes	**($26)**	**($37)**	**($21)**	**($27)**

[1] B&T Operating Surplus Transfer is captured as a subsidy. While B&T's impacts are also captured in individual reconciliation categories in the Agency Baseline Adjustments above, the duplication is eliminated with the line "B&T Adjustments."

NOTE: Reconciliation excludes favorable changes in MTA HQ support for subsidiaries since this results in a corresponding decrease in subsidies.

In addition to the 2011 Budget Reduction Program impacts, which were discussed earlier, the primary changes since the February Plan are re-estimates due to: (1) the cessation of Long Island Bus operations; (2) lower revenue; (3) increases in uncontrollable expenses; and (4) New Needs and Investments.

Agency Baseline Adjustments

Long Island Bus:

The planned cessation of Long Island Bus effective January 1, 2012 results in a net reduction to baseline projections on an accrued basis of $91 million in 2012, $92 million in 2013, $95 million in 2014 and $102 million in 2015. The termination of the existing Lease & Operating Agreement between Nassau County and LI Bus is explained in the Overview page, which is located at the beginning of Volume 2 of the July Financial Plan. Explanations that follow incorporate this impact.

Revenue:

Farebox and Toll Revenue changes, in general, reflect lower farebox revenue for NYCT Bus, LIRR, SIR and LIB, as well as lower toll revenue at B&T facilities. For NYCT Bus, LIRR and SIR, ridership levels anticipated in the Adopted Budget and accompanying farebox revenues have not materialized; while 2011 LIB ridership is slightly improved, lower average fare has resulted in an unfavorable farebox revenue variance. B&T toll revenue has been impacted by significant traffic declines as well as lower average toll, reflecting payment switching in light of the larger spread between cash and E-ZPass tolls since the toll increase at the end of 2010.

The plan-to-plan declines, which are partially offset by increases at NYCT Subway, MNR and MTABC, reflect the impact of an economic climate, and primarily the New York City employment forecast, that is less robust than what was assumed in the Adopted Budget. On an annualized basis compared with 2010 levels, the July Plan assumes a 1.2 percent increase in the number of jobs in New York City, a gain of 44 thousand jobs; the Adopted Budget assumed an increase of 57 thousand jobs, a 1.5 percent increase over 2010. Over the course of the Financial Plan period, job growth is expected to proceed a bit slower through 2013 and then grow a bit faster in 2014 and 2015 than projected in the February Plan, with the number of jobs in New York City in 2014 projected to be 6 thousand fewer than the level assumed in the February Plan.

Expenses (uncontrollable):

Major drivers of baseline expense growth are higher fuel prices, more substantial increases in health & welfare (H&W) premiums, higher overtime in 2011 caused by severe winter weather and higher than expected claims payout. Partially offsetting these are lower expenditures for traction and propulsion power, a reduction in insurance assumptions, and pension costs. It should be noted that although pension was favorable overall, a delay in the adoption of the rate of return change at NYCERS resulted in an unfavorable timing impact on 2012. See generic categories below for more details.

Baseline Re-Estimates:

In the category 'baseline re-estimates' is a combination of changes, including revised inflation forecasts, timing differences, prior period PEG/AABB and BRP re-estimates, operating capital, and cash adjustments. It also includes: lower "ramp-up" costs for East Side Access at the LIRR; lower expenses resulting from a one-year delay in the Fulton Street Transit Center and reimbursable adjustments at NYCT; an additional investment in the New Fare Payment System program and Bus Customer Information program at MTA HQ.

New Needs/Investments:

Even while the MTA looks to reduce costs, it is continuously evaluating its operations for ways to deliver better service for its customers which requires a reinvestment of resources. The MTA is continuing to improve the reliability and performance of its fleet and infrastructure through increased maintenance. Improved customer information is also an area of investment. The 2012 Preliminary Budget includes increases in resources to address these priority areas.

New York City Transit is increasing staff, mostly signal maintainers and helpers, to improve its performance of signal inspections and maintenance. Additional signals maintenance helpers will be utilized primarily to meet flagging needs, allowing signals maintainers to perform more hands-on maintenance work. Additional professional staff will form a Quality Assurance and Performance unit responsible for production schedule optimization, performance review and quality control. NYCT is revising its 6-year Scheduled Maintenance System cycle for the R-32 subway car due to the accelerated retirement of the R-44 car class. NYCT will need to keep R-32 cars in service beyond its normal service life. The necessary work scope changes and material costs for the R32 car class will maintain the safety and reliability of the R-32 cars until delivery of the R-179 car class in 2017. NYCT is investing in additional E&E staff to improve the safety and reliability of its elevators and escalators. NYCT is reinstating the Work Experience Program beginning in 2011. This program, under which public assistance recipients perform station and car cleaning tasks, should result in substantial improvements in station and car cleanliness.

Metro-North will be rehabilitating its Harlem River Lift Bridge in 2011, which was severely damaged in a September 2010 fire. After the past winter made it apparent that additional equipment was needed to safely maintain its right-of-way, Metro-North will be procuring additional snow fighting equipment and snow melter cabinets for track switches and interlockings. In 2012, Metro-North plans to overhaul two F-40 locomotives that operate West of Hudson in order to retain their reliability through 2020, and also in 2012, MNR will begin its M-3 car door modification program.

Staten Island Railway will purchase non-revenue vehicles in 2012. This investment is essential to: establish a fully functional fleet to meet operational requirements, and meet new State emissions requirements. SIR is also establishing a new Electronics

Maintenance division in order to establish sufficient expertise to appropriately support planned and on-going implementation of electronics equipment and systems.

Other new needs include customer convenience and amenities investments at the LIRR for the Audio Visual Paging System (AVPS) and Real Time Train Initiative that will create a more robust customer communication strategy. This will enable the LIRR to provide more accurate service and schedule status information during major service disruptions as well as provide real-time train service status information to customers via handheld devices. In 2012, the LIRR is upgrading its C3 bi-level diesel coach cars on-board audio visual announcement system from a wayside infrastructure-based system to a GPS-based system, making it easier and less expensive to maintain over the course of its useful life. MTA Bus is adding road dispatchers for service support and trainers for its management mentoring program.

Accrued Baseline Assumptions

The following presents Agency baseline assumptions supporting the MTA Consolidated Statement of Operations including analysis of individual revenue and expense categories. Additional detail is available in each Agency section.

2011 Mid-Year Forecast

The 2011 Mid-Year Forecast projects a Net Operating Deficit before Subsidies and Debt Service of $6,318 million, $15 million better than the Adopted Budget as favorable expenses were mostly offset by lower revenue.

Revenue

Total operating revenue was $42 million worse than the Adopted Budget due primarily to lower toll revenue and other revenue, the result of reduced investment income at the First Mutual Transportation Assurance Company (FMTAC).

Expenses

Total operating expenses were $57 million better than the Adopted Budget. MTA experienced favorable expenses in other business expenses (support to subsidiaries), pensions, insurance, traction power and professional services contracts. Partially offsetting these costs were higher costs for fuel, payroll, and weather-related overtime.

2012 Preliminary Budget

The 2012 Preliminary Baseline Budget projects a Net Operating Deficit before Subsidies and Debt Service of $6,882 million. Total operating revenue of $7,079 million is expected to be $88 million higher than the 2011 Mid-Year Forecast, reflecting primarily higher passenger revenue from improved regional employment projections that will be partially offset by the loss of LI Bus revenues. When compared with the 2012 forecast in the February Plan, revenue is $101 million worse, largely reflecting the loss of LI Bus revenues, a lower 2011 base utilization level, and slower employment growth compared

with the employment forecast used in the February Plan. Other operating revenue is $13 million lower when compared with the February Plan due primarily to a decrease in investment income at FMTAC.

Total 2012 operating expenses of $13,961 million are $651 million higher than the 2011 Mid-Year Forecast due mostly to higher pensions and health & welfare, increases in Non-Cash Liability Adjustments, particularly in depreciation and OPEB obligation, and higher paratransit and traction and propulsion power costs. When compared with the 2012 forecast in the February Plan, expenses are $25 million lower. The favorable change is primarily attributable to the planned cessation of Long Island Bus from MTA effective December 31, 2011, partially offset by higher costs for fuel and maintenance.

2013 – 2015 Forecast

The July Forecast includes increases to the baseline deficit in the out-years mainly as a result of higher Non-Cash Liability Adjustments, and increases in costs for paratransit, health & welfare, pensions, traction and propulsion power and materials. In addition, it includes higher projections for fare/toll and other revenue.

The following pages provide a more detailed description of the assumptions used in formulating the 2012 Preliminary Budget and the forecasts for 2013 through 2015. Additional detail can be found in individual Agency sections.

OTHER OPERATING REVENUE

The category of Other Revenue captures all revenues generated from sources other than fares or tolls. Approximately 90% of 2011 July Plan revenues is attributable to the following five sources: Advertising (22%); Paratransit Reimbursement (21%); Fare Reimbursement (20%); Rents, Concessions, and Parking (18%); and Investment income (8%).

July Plan Revenue is projected at $507 million in 2011, $536 million in 2012, $566 million in 2013, $601 million in 2014, and $642 million in 2015. Revenue increases each year by $29 million in 2012 ($31 million if LIB is excluded), $29 million in 2013, $36 million in 2014, and $41 million in 2015. NYCT is responsible for the lion's share of the growth, with increases over the 2012-2015 period of $25 million, $27 million, $31 million, and $36 million, resulting mainly from NYC reimbursements of paratransit expenses (capped at 120% of prior calendar year billings).

Ninety percent of the year-to-year increases over this four-year period are projected to result from favorable contractual reimbursements for paratransit expenses, with the remainder from increased advertising revenue.

MNR's other revenue increases by $2 million in 2012, $1 million in 2013, and $2 million in 2014 and 2015, primarily due to higher parking fees, higher advertising revenue, and higher GCT retail and commissary revenues.

Compared with the February Plan, other revenues fall by $16 million in 2011, $13 million in 2012, $15 million in 2013, and $16 million in 2014 and 2015**.** Excluding LIB, other revenue decreases by $16 million in 2011, $11 million in 2012, $13 million in 2013 and 2014, and $14 million in 2015. It should be noted that these unfavorable plan-to-plan changes are skewed by approximately $16 million in projected losses at FMTAC on the invested asset portfolio in each of the Plan years. Excluding investment losses, other revenue is unfavorable by $1 million in 2011, favorable by $3 million in 2012, and neutral in each of the out-years**.**

Overall, other income is favorable plan-to-plan among the Commuter Railroads. Although the LIRR's other income is unfavorable by $1 million in 2011, it is favorable by $2 million in each of the out-years as a result of higher projected advertising and rental revenue. At MNR, other revenue increases by $1 to $2 million in each year due to higher projected GCT retail revenue. These results are partially offset by unfavorable other income projections at MTA HQ of approximately $2 million each year due to lower projected rental income for 2 Broadway.

PAYROLL

MTA Consolidated Payroll expenses from 2011 through 2015 are influenced by a number of factors including position levels, inflation assumptions, labor agreements, and capital project activity. NYCT's TWU current contract, awarded in arbitration, includes raises approximating 11 percent over three years: roughly 4% in 2009 and 2010, followed by 3% in 2011. Consistent with the Net Zero Labor Initiative implemented in February, the baseline July Plan assumes, upon the completion of this existing contract, two consecutive years of zero growth, then inflationary increases. For the remaining NYCT unions, and for those of B&T and LIB, all of whose contracts expired either in 2009 or 2010. These contracts are assumed to be inflated at 4%, followed by 4% and 3%, after which two years of zero growth and then inflationary growth ensue. Represented employees at HQ have contracts that expire in 2011, and the July Plan assumes a similar growth assumption. The commuter railroads assume two years of net-zero followed by CPI growth, which will begin retroactive to the expiration of its last contracts (summer of 2010). Beginning with 2011, CPI-inflationary growth factors are applied to non-represented employee salaries, following two years without raises.

Please note that Volume I MTA Initiatives includes further reductions in wage growth assumptions for both represented and non-represented employees.

2011 Mid-Year Forecast

Consolidated Payroll expenses of $4,211 million are projected to be $16 million higher than the 2011 Adopted Budget. NYCT's portion of this increase is $20 million, primarily reflecting programmatic increases prompted by immediate maintenance requirements. The LIRR increased by $4 million primarily because of position requirements needed to support federal mandates and strategic initiatives. MTA Bus expenses increase by $1

million reflecting the impact of additional headcount requirements and contractual pay rate changes. Compared with the 2011 Adopted Budget, LIB, MNR, B&T and MTA HQ are favorable by $3 million, $3 million, $2 million and $1 million, respectively, reflecting the impact of 2011 BRP initiatives, transfers to the BSC, changes in coverage requirements, and re-estimated staffing levels and departmental costs.

2012 Preliminary Budget

MTA Consolidated Payroll expenses of $4,220 million are $9 million more than 2011 (the cessation of LIB operations at the end of 2011 decreases expenses by $61 million in 2012). Excepting this change, expenses are increased by $69 million (1.6%). Largely driving this increase is NYCT with an increase of $33M due to programmatic initiatives requiring additional expenses mostly for signals maintenance and R32 scheduled maintenance (SMS) requirements. There was a $13 million increase at MNR reflecting CPI-based wage assumptions in the second half of 2012 and a number of programmatic adjustments associated with fleet initiatives. The LIRR had a $9 million increase associated with Reliability Centered Maintenance (RCM) initiatives, service enhancements, and CPI increases in the second half of the year. Changes at the other agencies are primarily driven by assumed labor rate increases consistent with those reported in the February Plan and reflect programmatic adjustments partially offset by the full-year impact of the 2011 Budget Reduction Program.

Overall, Payroll expenses are forecast to be $23 million lower when compared with the February Plan. However, after excluding the impact of eliminating LIB payroll expenses, expenses increase by $41 million). This increase is mostly due to programmatic changes that increase expenses by $34 million at NYCT, $4 million at the LIRR, $2 million at MTA Bus, $0.8 million at B&T and $0.6 million at SIR.

2013 – 2015 Forecast

Consolidated Payroll expenses total $4,243 million in 2013, $4,350 million in 2014, and $4,452 million in 2015. On a year-to-year basis, expenses increase by $24 million in 2013, $107 million in 2014 and $102 million in 2015. Largely contributing to those increases are the out-year impacts of wage assumptions, programmatic initiatives for signals maintenance and R32 scheduled maintenance (SMS) requirements at NYCT, and labor expenses associated with the East Side Access ramp-up at the LIRR and MTA HQ. The year-to-year changes at the other agencies are driven primarily by inflationary increases (1.97% in 2013, 1.91% in 2014 and 1.85%).

Adjustments from the February Plan result in a decrease of $45 million in 2013, $35 million in 2014, and $44 million in 2015 (excluding LIB, expenses increase by $18 million, $29 million and $23 million in 2013-2015, respectively). The partial offsets in each year are associated with programmatic adjustments at NYCT and re-estimated ramp-up costs at LIRR and Headquarters for East Side Access. These amounts also reflect continued savings from the 2011 Budget Reduction Program.

OVERTIME

MTA Consolidated Overtime expenses from 2011 to 2015 are influenced by a number of factors including position levels, Global Insight inflation assumptions, labor agreements, deferred salaries & wages and project activity.

In 2010, MTA instituted tighter management controls and established saving goals of more than $20 million in 2010 – with projected annualized savings of approximately $60 million starting in 2011,-- and remains vigilant in rooting out the primary causes of overtime by:

- Limiting overtime to service critical needs only;
- Improving employee availability; and
- Focusing on reduction in high earner overtime.

Although MTA Agencies remain committed to reducing overtime expenses, goals in 2011 have not been met mostly due to inclement weather. The Plan reflects the overtime impact of major snowstorms experienced in January and February that were well in excess of normal patterns for that time of year. According to the National Weather Service, total snowfall (as measured in Central Park) was 40.8 inches over the two month period.

Overtime expenses are projected at $496 million in 2011, $459 million in 2012 and 2013, $465 million in 2014, and $474 million in 2015, reflecting year-to-year decreases of $36 million in 2012 ($26 million if LIB is excluded) and $1 million in 2013, and increases of $6 million in 2014, and $9 million in 2015. The large year-to-year reduction in 2012 is due to the negative impact on 2011 overtime that resulted from the above-mentioned winter weather. The out-year increases in 2014 and 2015 primarily reflect CPI-based increases and changes in Capital Program activity.

Compared with the February Plan, overtime expenses increase by $18 million in 2011, and then decrease in the out-years by $12 million in 2012 and 2013, and $13 million in 2014 and 2015. Excluding LIB, expenses increase by $18 million in 2011 and then fall by $2 million in 2012 and $3 million each year thereafter.

As mentioned previously, the reason for the increase in 2011 was due to the multiple snowstorms that occurred in January and February. The bulk of the out-year overtime reductions result from the addition of headcount to reduce overtime at NYCT.

It should be noted that while actual overtime spending for the first quarter of 2011 negatively impacted full-year 2011 projections, the variance between actuals and budget is tightening and improvements are being seen, particularly in the areas of unscheduled weather emergencies and maintenance. Favorable results continue in the area of scheduled direct service, but there remain other areas where improvement is needed, such as unscheduled vacancy/absentee coverage, service delays, and safety/security/law enforcement. The MTA has been proactive in its efforts to correct

these deficiencies taking corrective actions such as: investigate the causes for higher absenteeism; perform cost/benefit sensitivity analysis on overtime vs. straight time economies; re-focus efforts to achieve overtime control; and continue to address underlying issues responsible for high OT in specific categories such as service delays.

HEALTH & WELFARE

MTA used inflators provided by the New York State Department of Civil Service (DCS) on March 10, 2011 as the primary assumption for per-employee health and welfare premium expenses (Health & Welfare expenses), as well as for per-retiree health and welfare premium expenses (OPEB Current Payment expenses). 2011 premium increases are significantly higher than those for 2010 primarily due to decisions made by DCS to utilize a much larger than typical amount of prior year dividend revenue to hold down the 2010 premium increases. As a consequence, there was less prior year dividend revenue remaining than usual to be used to offset premium increases for 2011. Additionally, the rate of return assumed for investments has been lowered, reducing the estimated levels of dividend available to offset costs.

2011 Mid-Year Forecast

While the 2011 premiums are significantly higher than the 2010 premium, the 2011 premium increase is lower than originally projected in the Adopted Budget both for individual coverage (12.6% vs. 14.5%) and for family coverage (12.3% vs. 13.6%). The lower premiums are primarily due to a lower negotiated Blue Cross hospital program rate and lower claims payout in 2010 which resulted in more generated dividend income for the State-wide Empire Plan fund. MTA Consolidated expenses for Health & Welfare of $792 million for the 2011 Mid-Year Forecast are $54 million (7%) greater than 2010 expenses. Compared with the Adopted Budget, the 2011 Mid-Year Forecast is $9 million favorable (1%).

2012 Preliminary Budget

Offsetting the favorable plan-to-plan changes for 2011 are increases for 2012 due to significantly higher premiums, as well as additional positions throughout the Plan period that were not included in the February Plan. Premiums for individual coverage expected to increase 14.6% compared with the February Plan forecast of 6.7%; family coverage premiums for 2012 are now also projected to increase 14.6% compared with a February Plan forecast of 7.1%. Expenses are expected to be $876 million, an increase of $86 million (11%) over the 2011 Mid-Year Forecast. Beginning with 2012, LI Bus expenses are excluded from year-to-year and plan-to-plan comparisons. With premium rates much higher than those projected in the February Financial Plan, MTA Consolidated Health & Welfare expenses are $25 million greater (3%) compared with the February Plan.

2013 – 2015 Forecast

Forecasts of premiums for 2013 through 2015 are based on the average annual increase of premiums from 2007 to 2012, excluding 2009. (The 2009 premiums, which were lower than premiums for 2008, were not based on cost factors so they were omitted for the purpose of estimating an average annual increase.) Premiums for individual coverage are assumed to increase 8.5% each year, and premiums for family coverage are assumed to increase 8.8% each year. These forecasts differ slightly from premium assumptions made in the February Plan: individual coverage premiums were expected to increase 6.7% and family coverage premiums were expected to increase 7.1%. MTA Consolidated Health & Welfare expenses are forecast to increase by 10% each year from 2013 to 2015, when expenses are projected to reach $1,522 million. July Plan forecasts are significantly higher than expense forecasts in the February Plan, by $31 million (3%) in 2013 and $43 million (4%) in 2014.

OTHER POST EMPLOYMENT BENEFITS (OPEB) and GASB FUND

OPEB
In the MTA Consolidated Financial Statements for the first quarter ending, March 31, 2007, MTA implemented the Governmental Accounting Standard Board Statement No. 45 ("GASB-45") -- the "Accounting and Financial Reporting for Employers for Post Employment Benefits Other Than Pensions".

For the MTA and other governmental employers, the Other Post-Employment Benefits have been funded on a "pay-as-you-go" basis and have been reported in the financial statements when the "promised" benefits were paid. GASB-45 now requires that state and local governmental entities' financial reports reflect systematic, accrual-based measurements and the recognition of OPEB costs (expense) over a period that approximates the employee's years of services and provides information about actuarial accrued liabilities and to what extent progress is made in the funding.

The July Plan reflects the pay-as-you-go component for OPEB in the expense category called "OPEB Current Payment". Growth in this category is consistent with the assumptions described under Health & Welfare.

Compared with the February Plan, OPEB current payment expenses were lower for 2011 by $5 million, and then are unfavorable by $4 million in 2012, by $7 million in 2013 and by $12 million in 2014.

GASB FUND
While the GASB standard only requires the disclosure of this future liability, the MTA has created a GASB fund which appears only on the Cash Receipts and Expenditures Statement and not on the accrual-based Statement of Operations. In June, 2008, the MTA Board approved the establishment of the "MTA Retiree Welfare Benefits Trust" to govern the administration and investment of the OPEB trust assets. Contributions to this fund began in 2006 and include additional revenues generated by increased real-

estate-related tax activity (MRT-2). NYCT additional contribution offsets Health and Welfare expenses.

The July Financial Plan projects contributions of $38 million in 2011, $59 million in 2012, $63 million in 2013, $66 million in 2014 and $68 million in 2015. Included in these contributions are the Health & Welfare contributions made by those represented employees required to do so.

Compared with the February Plan, OPEB current payment expenses for 2011 remain on target and increase by approximately $9 million in 2012 thru 2015, primarily due to lower-than-planned rate increases in Health & Welfare.

PENSIONS

Year-to-year pension cost changes are influenced by the most recent actuarial valuations for the pension plans that MTA employees participate in as well as changes in assumed position levels, wage growth and labor settlements.

A provision for a lower assumed rate of return on investments from 8.0% to 7.5% for NYSLRS, NYCERS and MTA's Defined Benefit Plan was incorporated in the November Financial Plan 2011-2014 and allocated to agency budgets as part of the February Financial Plan 2012-2015. However, a delay in the adoption of the rate of return change at NYCERS has resulted in a timing switch of $33 million at NYCT from 2011 to 2012. The NYCERS rate of return change is anticipated to occur before the end of 2011, and its impact is expected to be retroactive to NYCERS' FY2011, which will be included as part of the final FY2012 appropriation of employer expense.

Pension expenses total $1,088 million in 2011, and increase by $211 million in 2012, $15 million in 2013, $65 million in 2014 and $57 million in 2015, when total pension expenses are projected to be $1,435 million.

Compared with the February Plan, expenses are favorable by $17 million in 2011, unfavorable by $29 million in 2012, and favorable by $9 million and $42 million in 2013 and 2014, respectively. The variances in 2011 and 2012 are primarily due to the timing switch at NYCT in which expenses for 2011 are pushed into 2012 due to a delay in the adoption of the above-mentioned rate of return change at NYCERS.

The primary driver of the favorable plan-to-plan variance in 2013 is the withdrawal of LIB operations, and thus expenses, from MTA's financials, totaling approximately $10 million in each year of the Plan. In 2014, the plan-to-plan variance is primarily due to an expense reduction of $39 million at NYCT resulting from the expected expiration of amortized market losses in its actuarial valuation.

In comparison with the February Plan, MNR and MTAHQ are unfavorable in each of the Plan years due to lower annual required contributions than projected in the February Plan. Partially offsetting these are lower expenses of $3 million in each year of the Plan

at SIR, which are now more consistent with the most recent actuarial projections. Changes at other agencies are modest.

OTHER FRINGE BENEFITS

Year-to-year increases in Other Fringe Benefits expenses reflect staffing levels, programmatic changes, inflationary payroll rate assumptions and Railroad Retirement Tax assumptions at the commuter railroads.

Expenses for Other Fringe Benefits total $479 million in 2011, $482 million in 2012, $495 million in 2013, and $511 million in 2014. Compared with the February Plan Other Fringe Benefits increase by $2 million in 2011, and decreases by $3 million in 2012, $6 million in 2013, and $4 million in 2014, (excluding LIB, expenses increase by $4 million in 2012, $2 million in 2013, and $4 million in 2014). Of those amounts, NYCT comprised $2 million in 2011 and 2012, and $3 million in 2013-2014 mostly due to higher FICA rates associated with additional headcount needs. Changes at other agencies are modest and reflect programmatic adjustments.

TRACTION AND PROPULSION POWER

MTA has a Long-Term Agreement (LTA) through 2017 with the New York Power Authority (NYPA) to supply electricity within the City of New York and Westchester County. The LTA requires that many of NYPA's assets be allocated to serve its New York City governmental customers; these assets include the new Astoria II power plant in New York City (that replaces the recently decommissioned Poletti plant also located in Astoria) and dedicated low-cost transmission line capacity from upstate New York.

2011 Mid-Year Forecast

The rate for NYPA-supplied electricity for 2011 is projected to increase 7.5% over 2010 costs; this assumption is unchanged from the Adopted Budget. Con Edison delivers the NYPA electricity in New York City and Westchester, and its delivery rates are projected to be 8.5% greater than charges incurred in 2010; this is lower than the assumption in the Adopted Budget (a 14.1% annual increase). The Long Island Power Authority (LIPA) rate for electricity is estimated to decline 1.1% in 2011; this rate and rates for subsequent years are based on a 10-year agreement that maintains a fixed base rate with pass-through commodity charges. The LIPA rate is significantly lower than the rate assumed in the Adopted Budget, when the rate was expected to increase 6.8% over the 2010 rate. The rate for electricity supplied by Connecticut Light & Power (CL&P) is projected to increase by 2.4% in 2011; in the Adopted Budget the CL&P rate was forecast to increase 1.6%. MTA Consolidated Traction & Propulsion expenses of $346 million for the 2011 Mid-Year Forecast are $21 million (6%) greater than 2010 expenses. Compared with the Adopted Budget, the 2011 Mid-Year Forecast is $14 million favorable (4%), a function of lower rates for electricity and its delivery.

2012 Preliminary Budget

The rate for NYPA-supplied electricity for 2012 is projected to increase 7.5% over 2011 costs; this assumption is unchanged from the February Plan. Con Edison delivery rates are projected to be 14.2% greater than charges incurred in 2011; this is higher than the 13.9% estimate in the February Plan. The Long Island Power Authority (LIPA) rate for electricity is estimated to increase 3.0% in 2012, which is higher than the 1.4% estimated in the February Plan. The rate for electricity supplied by Connecticut Light & Power (CL&P) is projected to increase by 2.1% in 2012; in the Adopted Budget the CL&P rate was forecast to increase 2.8%.

Expenses are expected to be $374 million, an increase of $28 million (8%) over the 2011 Mid-Year Forecast. In addition to rate changes, Traction & Propulsion expenses also reflect increases from MNR's service additions and equipment replacement schedule, which are intended to promote long-term ridership growth. Compared with the February Plan, 2012 is favorable by $21 million (5%).

2013 – 2015 Forecast

NYPA rates are expected to increase 9.5% annually through 2015; in the February Plan NYPA rates were assumed to increase 7.5% per annum. Con Edison delivery rates are projected to increase 21.2% in 2013, 26.1% in 2014 and 28.51% in 2015. These rates are significantly higher than the approximate 14% per annum rate increase assumed in the February, reflecting a recalibration of delivery costs assigned by NYPA to each governmental customer. LIPA rates are assumed to increase 0.4% in 2013, 5.2% in2014 and 9.7% in 2015. In the February Plan LIPA rates were expected to increase 1.4% in 2013 and 1.5% in 2014. Forecasts of CL&P rates are 3.0% in 2013, 4.6% in 2014 and 3.2% for 2015. In the February Plan it was assumed CL&P rates would increase 2.8% in 2013 and 2.0% in 2014.

MTA Consolidated Traction & Propulsion expenses are forecast to increase by 10% in 2013, 11% in 2014 and 14% in 2015, reaching $522 million in 2015. For 2013 and 2014, July Plan forecasts are lower than expense forecasts in the February Plan, by $19 million (4%) in 2013 and $5 million (1%) in 2014; in 2015, the July Plan forecast is greater than the February Plan by $8 million (2%).

FUEL FOR BUSES AND TRAINS

MTA uses the New York Mercantile Exchange's (NYMEX) futures and option markets to forecast future price changes for diesel fuel and natural gas. The NYMEX forecasts extend out 36 months for diesel and 60 months for natural gas. Using NYMEX projections through 2014 for natural gas and through 2013 for diesel fuel – and April 2011 Global Insight forecasts for the remainder of the financial plan period – Agencies used projected Ultra Low Sulfur Diesel (ULSD) price increases of 39.2% in 2011, 1.6% in 2012, 2.3% in 2013, a price decrease of 0.4% in 2014 and a price increase of 0.8% in

2015. For Compressed Natural Gas (CNG), prices are forecast to increase 6.3% in 2011, 6.1% in 2012, 3.3% in 2013, 4.6% in 2014 and 4.4% in 2015.

Since 2008, MTA has engaged in a hedging strategy intended to lock in fuel prices. In 2010, MTA entered into an energy hedge nominally valued at $73 million, and for 2011 MTA is continuing this policy by setting aside $100 million to lock in favorable pricing for diesel fuel and natural gas. MTA intends to continue with this hedging strategy through the remainder of the Plan period.

2011 Mid-Year Forecast

MTA Consolidated Fuel for Buses and Trains expense of $248 million for the 2011 Mid-Year Forecast is $58 million more than 2010 expenses. Compared with the Adopted Budget, the 2011 Mid-Year Forecast is $48 million unfavorable, primarily due higher ULSD and CNG prices than those projected in the February Plan. The 2011 price for ULSD is estimated to be $0.95 per gallon more than budgeted in the February Plan, while CNG prices are now estimated to be $0.52 per MMBTU more than budgeted in the February Plan. Price increases have been driven by worldwide demand, primarily in newly industrialized areas outside North America and Europe, while OPEC has kept output relatively steady. Further pressuring prices upward has been the unsettled political climate in the Middle East, particularly in Libya.

2012 Preliminary Budget

Expenses are expected to be $258 million, an increase of $10 million over 2011. Compared with the February Plan, the 2012 Preliminary Budget is unfavorable by $44 million due a projection of higher ULSD and CNG prices. Prices for USLD are estimated to increase by $0.89 per gallon and CNG prices are estimated to increase by $0.19 per MMBTU in comparison with prices assumed in the February Plan.

2013 – 2015 Forecast

MTA Consolidated Fuel for Buses and Trains expenses are forecast to be $270 million in 2013, an increase of $12 million over 2012. Expenses are forecast to be $275 million in 2014 and $291 million in 2015. Compared with the February Plan, expenses worsen by $45 million in 2013 and $39 million in 2014. On a plan-to-plan basis, ULSD prices are estimated to increase by $0.88 per gallon in 2013 and $0.78 per gallon in 2014. CNG prices are estimated to increase by $0.13 per MMBTU in 2013 and $0.20 per MMBTU in 2014 than those budgeted in the February Plan.

INSURANCE

Year-to-year increases in Insurance expenses are primarily driven by assessments of market conditions made by MTA's Risk Management Department in conjunction with its brokers. Based on these assessments, policy premiums are estimated to increase by 10% each year. The Paratransit (Access-A-Ride) policy is inflated by 20% per annum

primarily due to expected increases in claims activity largely associated with ridership increases. Increases from year-to-year also reflect the renewal of several multi-year policies, including All-Agency Environmental Liability, Travel Accident and Asbestos in Place.

First Mutual Transportation Assurance Company (FMTAC) insurance premium assumptions are captured as credits to the Insurance expense line. Premiums paid to FMTAC are aligned with MTA Agency forecasts for Insurance and are based on claim losses, expenses, reserve adjustments and exposure such as ridership or vehicle count. Moreover, FMTAC's credits reflect premiums for Owner-Controlled Insurance Programs (OCIP), which cover MTA's mega capital projects such as East Side Access, and are funded out of the MTA Capital Program Budget.

In comparison with the February Financial Plan, Insurance expenses are favorable by $18 million in 2011, $13 million in 2012, $9 million in 2013 and $7 million in 2014, primarily the result of lower-than-anticipated premiums for NYCT's Paratransit (Access-A-Ride) policy. Working with its brokers, MTA's Risk Management Department successfully renewed a number of policies, including the Paratransit policy, at lower rates than those budgeted in the February Plan. These reductions carry over into each year of the Plan.

FMTAC is incorporated into MTA consolidated financials. Increases in Insurance premiums paid by MTA Agencies to FMTAC are necessary in order to maintain the appropriate capital and reserve levels pursuant to the State of New York Insurance guidelines.

CLAIMS

Claims expenses are based on inflationary assumptions, actuarial evaluations and historical performance which are resulting in modest year-to-year growth.

In comparison with the February Financial Plan, expenses are higher by $8 million in 2011, $5 million in 2012, $9 million in 2013, $11 million in 2014 and $13 million in 2015. Excluding LIB, expenses are higher by $8 million in 2011, $9 million in 2012, $13 million in 2013, $15 million in 2014, and $17 million in 2015. Most of the increase results from adjustments by FMTAC to reflect higher expenses through April 2011, and increases to reserves in response to unfavorable settlements.

PARATRANSIT SERVICE CONTRACTS

July Plan expenses are projected at $384 million in 2011, $462 million in 2012, $553 million in 2013, $660 million in 2014 and $773 million in 2015, reflecting a year-to-year increase of $78 million in 2012, $91 million in 2013, $107 million in 2014, and $113 million in 2015. These increases are driven by projected annual ridership growth of 15%, and cost-per-trip inflation projections which provide for annual rate increases based on CPI.

There were no changes between the July Plan and the February Plan.

In 2010, an ambitious plan to control Paratransit expenses was implemented. This plan set a savings goal of $40 million in 2010 and $80 million in each of the out-years to be achieved by reducing non-service related costs, average costs per trip, and through conversion of contracted trips to fixed route feeder trips (trip shortening). Year-end results for 2010, when compared against the Final Estimate as well as current results indicate that this goal is on track to being achieved.

This explanation covers only this generic expense category. For a complete income statement on Paratransit, please refer to Section II, Major Assumptions 2012-2015 Projections-Baseline, Subsidies.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Expense forecasts for Maintenance and Other Operating Contracts are impacted by contractual increases and inflation estimates based on Global Insight's CPI-U forecasts.

July Plan Expenses are projected at $627 million in 2011, $626 million in 2012, $642 million in 2013, $674 million in 2014 and $723 million in 2015, reflecting a year-to-year decrease of $2 million in 2012 (an increase of $8 million if LIB is excluded) and increases of $17 million in 2013, $32 million in 2014 and $49 million in 2015.

MTA HQ's expenses increase by $8 million in 2012 over the 2011 Mid-Year Estimate level, reflecting a full year of expenses for the Integrated Electronic Security System (IESS) All Agency facility. Increased expenses also result from increased system-wide deployment of New Fare Payment and Customer Information systems. Out-year expense increases reflect further system-wide deployment of the above initiatives as well as CPI increases.

B&T's expenses increase by $4 million in 2012, primarily due to higher E-ZPass Customer Service Center costs, credit card fees, and higher NYPA rates. Out-year increases of $7 million in 2013, $17 million in 2014, and $20 million in 2015 reflect increased painting needs (not eligible for capital funding), as well out-year impacts of the expenses listed above.

NYCT's expenses increase by $4 million in 2012, $12 million in 2013, $8 million in 2014, and $16 million in 2015, largely due to the impact of non-traction (facility) cost projections based on NYPA/Con Edison energy rate increases.

MNR's expenses decrease by $5 million in 2012 and $7 million in 2013, primarily due to the completion of the Harlem River Lift Bridge project and miscellaneous maintenance projects in 2012, and the completion of locomotive overhauls in 2013. Expenses increase by $2 million in both 2014 and 2015 as a result of changes related to West-of-Hudson subsidy requirements.

The LIRR's expenses decrease by $3 million in 2012, remain flat in 2013 and increase by $8 million in 2014 and $16 million in 2015. The reduction in 2012 is largely due to implementation of several 2011 administrative BRPs with savings projected in outside services for communications, environmental cleanup, and utilities. Increases in 2014 and 2015 reflect East Side Access start-up costs.

Compared with the February Plan, expenses fall by $5 million in 2011, $18 million in 2012, $17 million in 2013, $10 million in 2014, and $2 million in 2015. Excluding LIB, expenses fall by $4 million in 2011, $7 million in 2012 and $5 million in 2013, and increase by $2 million in 2014 and $10 million in 2015**.** Most of these reductions are due to Information Technology and BRP initiatives.

MATERIALS AND SUPPLIES

All agency increases in Materials and Supplies for 2010 – 2014 are inflated primarily by Global Insight's Regional CPI-U forecasts.

On a year-to-year basis, MTA-wide Materials and Supplies increase by $16 million in 2012 ($18 million if LIB is excluded), $36 million in 2013, $25 million in 2014, and $28 million in 2015. The fluctuations are primarily driven by the timing of subway and bus fleet maintenance programs at NYCT. The LIRR's year-to-year results reflect primarily changes in East Side Access and Reliability Centered Maintenance (RCM) material costs. MNR's unfavorable expense growth in 2011 – 2014 was due to additional material requirements for car equipment maintenance and replacement plans. Additionally, B&T's year-to-year expenses fluctuate primarily due to the E-Z Pass replacement program and tag prices.

Compared with the February Plan, consolidated Materials & Supplies are higher by $9 million in 2011, $10 million in 2012, $11 million in 2013, $13 million in 2014 and $7 million in 2015. Excluding LIB, expenses are higher by $11 in 2011, $14 million in 2012, $15 million in 2013, $17 million in 2014, and $12 million in 2015. The increases in Materials & Supplies are largely attributable to re-estimates of material needs and inventory adjustments. NYCT expense increases in 2011 due to non-cash timing expenses. In 2012 - 2015, NYCT expenses increase due to R32 maintenance requirements. The LIRR's expense increases each year from 2012 due to a re-estimate of material needs associated with RCM and inventory adjustments. MNR's expenses increase in 2011 primarily due to snow removal equipment requirements. MNR's increase in expenses in 2012 – 2014 are due to adjustments to the NHL Equipment Plan as well as M4 and M6 car overhauls and spare parts for the M8 car fleet.

OTHER BUSINESS EXPENSES

Other Business Expenses reflect a variety of different expenses including: credit/debit card fees for fare media purchases; bond service fees; internal and subsidy support

requirements. These costs are influenced by MTA Regional CPI-U forecasts provided by Global Insight.

On a year-to-year basis, expenses decrease by $11 million in 2012, and increase by $8 million in 2013, $2 million in 2014, and $4 million in 2015. The change between 2011 and 2012 reflects a reduction in Support to Subsidiaries due to the cessation of subsidy support for Long Island Bus starting on January 1, 2012.

Compared with the February Plan, expenses decrease by $43 million, $59 million, $55 million, and $58 million from 2011–2014, respectively. The favorable changes are primarily attributable to a reduction in Support to Subsidiaries from the cessation of subsidy support for Long Island Bus effective December 31, 2011 and a re-estimate of New York City subsidies. Also contributing to the reduction, are lower incurred general & administrative, and safety control expenses associated with FMTAC. Partially offsetting those impacts are higher expenses at MTA B&T through 2014 due to an increase in the projected write-off of E-ZPass debt.

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Positions (Headcount)

POSITIONS (Headcount)

The narratives and tables contained in this section present MTA headcount by Agency, by function, and by occupational group. Analysis of these numbers is provided on both a plan-to-plan and a year-to-year basis. The changes in headcount described below are reflective of the MTA-wide commitment to reduce costs without compromising the quality of transit services—an exigency that is especially pressing in the wake of the economy's downturn, and one made all the more difficult by the rather slow recovery. The Total Headcount level shown in last February's Adopted Budget incorporated a dramatic reduction of positions that had been implemented in 2010; therefore, all changes are made to a constrained budget.

CHANGE IN BASELINE POSITIONS

The changes to the MTA headcount reflect strategic reallocation of resources with reductions in areas where business can be made more efficient while also adding positions where additional personnel are required. Continued analysis of ways to conduct business more efficiently has yielded additional headcount reductions (2011 BRP). Furthermore, the MTA has committed to streamlining administrative costs in the capital program through a 15% reduction in reimbursable administrative positions; savings associated with reimbursable positions are captured in the capital program.

Agencies have also identified "New Needs" in their operating budgets; however, agencies were required to offset the costs associated with these new initiatives through internal savings -- either from additional BRPs, favorable expense re-estimates, or additional MTA Efficiencies (captured in Volume I).

	More/(Less) Positions
February Plan Baseline Positions for 2011	66,549
2011 BRPs	(41)
Reduction in Reimbursable Administrative Positions	(406)
New Needs	247
Changes in Reimbursable Positions	195
Re-estimates & All Other	(47)
Total Reductions	(52)
July Financial Plan Positions for 2011	66,497

Budget Reduction Program

While the Budget Reduction Program (BRP) was intended to address the 2011 financial shortfall, agencies were encouraged to seek measures that would result in savings in 2012 and the out-years. The plan-to-plan reduction in 2011 headcount from BRPs came exclusively from Transit and LIRR, with an associated savings of $41 million. B&T was the only other agency to make a BRP-related change to the February Plan's headcount by adding 10 custodial positions as part of its program; however, this small

increase in positions was part of an initiative to eliminate a costly janitorial contract and delivers net savings of $0.4 million annually.

Reduction in Reimbursable Administrative Positions

One major difference between February and July headcount derives from the impact of a 15% reduction in reimbursable administrative positions, much like the reduction that was made last year in non-reimbursable administrative positions. This year's policy has the goal of reducing the reimbursable capital budget by seeking to complete projects for less cost and to reduce the unfunded gap in the last years of the current Capital Program. For this exercise, engineering positions were included as part of a broad effort to reduce administrative positions MTA-wide.

New Needs

NYCT also accounts for most of the February to July change in headcount to satisfy "New Needs". Of the increase of 224 positions that Transit projects, the majority will be part of the agency's programmatic efforts to improve the maintenance of facilities and equipment. For instance, NYCT will add 98 positions to remedy the underperformance of signal inspections and maintenance, 52 positions to perform SMS work on aging R32 subway cars, and 29 positions to improve the safety and reliability of elevators and escalators. Long Island Rail Road will add thirteen positions to support the Audio Visual Paging System and Real Time Train Initiative, and MTA Bus will add six administrative, and four service and maintenance positions to support operations.

Changes in Reimbursable Positions

NYCT will increase reimbursable positions, relative to the February Plan, by 195 heads. These positions are associated with capital projects in the MTA Capital Program. There are small changes to reimbursable workforce -- all involving fewer than 10 employees-- at LIRR, MNR, B&T and MTACC, but these net to zero.

Re-Estimates & All Other

All agencies together show a net decrease in headcount resulting from their re-estimates.

With the exception of MTACC and Staten Island Railroad, all agencies made headcount re-estimates for July. NYCT re-estimates include an increase in positions which will largely offset use of overtime. Large headcount decreases, on the other hand, result from re-estimates at the Commuter Railroads and LI Bus, which in combination more than offset the NYCT increase and small increases at the remaining agencies.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2012 - 2015
Plan-to-Plan Changes in Positions by Major Category
Favorable/(Unfavorable)

	February Financial Plan Baseline Positions	March 2011 BRPs	Reimbursable Reduction in Force	New Needs	Change in Reimbursable Positions	Re-estimates & All Other	Total	July Financial Plan Baseline Positions
				2011				
				February to July Changes				
New York City Transit	45,577	*31*	*370*	*(224)*	*(195)*	*(124)*	(142)	45,719
Long Island Rail Road	6,488	*20*		*(13)*	*2*	*36*	45	6,443
Metro- North Railroad	6,092		*23*		*(9)*	*99*	113	5,979
Bridges & Tunnels	1,653	*(10)*			*9*	*(9)*	(10)	1,663
Headquarters	1,728					*(6)*	(6)	1,734
Long Island Bus	1,105					*57*	57	1,048
Staten Island Railway	261						-	261
Capital Construction Company	147		*7*				7	140
MTA Bus Company	3,498		*6*	*(10)*	*(2)*	*(6)*	(12)	3,510
Total	**66,549**	**41**	**406**	**(247)**	**(195)**	**47**	**52**	**66,497**
				2012				
New York City Transit	45,352	*21*	*369*	*(356)*	*(109)*	*(146)*	(221)	45,573
Long Island Rail Road	6,550	*27*	*38*	*(13)*	*9*	*(33)*	28	6,522
Metro- North Railroad	6,147		*23*		*(9)*	*51*	65	6,082
Bridges & Tunnels	1,626	*(10)*			*9*	*(9)*	(10)	1,636
Headquarters	1,771					*12*	12	1,759
Long Island Bus	1,105					*1,105*	1,105	0
Staten Island Railway	261			*(10)*			(10)	271
Capital Construction Company	147		*7*				7	140
MTA Bus Company	3,487		*6*	*(10)*	*(2)*		(6)	3,493
Total	**66,446**	**38**	**443**	**(389)**	**(102)**	**980**	**970**	**65,476**
				2013				
New York City Transit	45,373	*21*	*368*	*(356)*	*(42)*	*(51)*	(60)	45,433
Long Island Rail Road	6,709	*27*	*38*	*(13)*	*9*	*135*	196	6,513
Metro- North Railroad	6,230		*23*		*(9)*	*33*	47	6,183
Bridges & Tunnels	1,626	*(10)*			*9*	*(9)*	(10)	1,636
Headquarters	1,754					*(18)*	(18)	1,772
Long Island Bus	1,105					*1,105*	1,105	0
Staten Island Railway	261			*(10)*			(10)	271
Capital Construction Company	147		*7*				7	140
MTA Bus Company	3,495		*6*	*(10)*	*(2)*		(6)	3,501
Total	**66,700**	**38**	**442**	**(389)**	**(35)**	**1,195**	**1,251**	**65,449**
				2014				
New York City Transit	45,508	*21*	*368*	*(356)*	*(31)*	*(131)*	(129)	45,637
Long Island Rail Road	6,858	*27*	*38*	*(13)*	*9*	*76*	137	6,721
Metro- North Railroad	6,263		*23*		*(9)*	*33*	47	6,216
Bridges & Tunnels	1,626	*(10)*			*9*	*(9)*	(10)	1,636
Headquarters	1,807					*(9)*	(9)	1,816
Long Island Bus	1,105					*1,105*	1,105	0
Staten Island Railway	261			*(10)*			(10)	271
Capital Construction Company	147		*7*				7	140
MTA Bus Company	3,499		*6*	*(10)*	*(2)*	-	(6)	3,505
Total	**67,074**	**38**	**442**	**(389)**	**(24)**	**1,065**	**1,132**	**65,942**

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2012-2015
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Agency

Category	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Baseline Total Positions	**65,688**	**66,497**	**65,476**	**65,449**	**65,942**	**66,144**
NYC Transit	45,414	45,719	45,573	45,433	45,637	45,539
Long Island Rail Road	6,453	6,443	6,522	6,513	6,721	7,031
Metro-North Railroad	5,906	5,979	6,082	6,183	6,216	6,190
Bridges & Tunnels	1,670	1,663	1,636	1,636	1,636	1,636
Headquarters	1,468	1,734	1,759	1,772	1,816	1,832
Long Island Bus	1,044	1,048	-	-	-	-
Staten Island Railway	266	261	271	271	271	271
Capital Construction Company	128	140	140	140	140	140
Bus Company	3,339	3,510	3,493	3,501	3,505	3,505
Non-Reimbursable	**59,497**	**60,100**	**59,345**	**59,515**	**60,036**	**60,255**
NYC Transit	40,679	40,826	40,915	40,972	41,203	41,116
Long Island Rail Road	5,805	5,810	5,905	5,896	6,105	6,421
Metro-North Railroad	5,376	5,418	5,521	5,622	5,655	5,629
Bridges & Tunnels	1,625	1,619	1,592	1,592	1,592	1,592
Headquarters	1,420	1,686	1,711	1,724	1,768	1,784
Long Island Bus	1,029	1,033	-	-	-	-
Staten Island Railway	263	258	268	268	268	268
Capital Construction Company	-	-	-	-	-	-
Bus Company	3,300	3,450	3,433	3,441	3,445	3,445
Reimbursable	**6,191**	**6,397**	**6,131**	**5,934**	**5,907**	**5,889**
NYC Transit	4,735	4,893	4,658	4,461	4,434	4,423
Long Island Rail Road	648	633	617	617	617	610
Metro-North Railroad	530	561	561	561	561	561
Bridges & Tunnels	45	44	44	44	44	44
Headquarters	48	48	48	48	48	48
Long Island Bus	15	15	-	-	-	-
Staten Island Railway	3	3	3	3	3	3
Capital Construction Company	128	140	140	140	140	140
Bus Company	39	60	60	60	60	60
Total Full-Time	**65,389**	**66,229**	**65,308**	**65,281**	**65,774**	**65,976**
NYC Transit	45,215	45,566	45,421	45,281	45,485	45,387
Long Island Rail Road	6,453	6,443	6,522	6,513	6,721	7,031
Metro-North Railroad	5,905	5,978	6,081	6,182	6,215	6,189
Bridges & Tunnels	1,670	1,663	1,636	1,636	1,636	1,636
Headquarters	1,468	1,734	1,759	1,772	1,816	1,832
Long Island Bus	945	949	-	-	-	-
Staten Island Railway	266	261	271	271	271	271
Capital Construction Company	128	140	140	140	140	140
Bus Company	3,339	3,495	3,478	3,486	3,490	3,490
Total Full-Time-Equivalents	**299**	**268**	**168**	**168**	**168**	**168**
NYC Transit	199	153	152	152	152	152
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	1	1	1	1	1	1
Bridges & Tunnels	-	-	-	-	-	-
Headquarters	-	-	-	-	-	-
Long Island Bus	99	99	-	-	-	-
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	-	15	15	15	15	15

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2012-2015
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency

Function	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration	**4,124**	**4,404**	**4,096**	**4,075**	**4,084**	**4,091**
NYC Transit	1,916	1,946	1,762	1,751	1,750	1,749
Long Island Rail Road	641	634	629	635	645	656
Metro-North Railroad	514	487	456	456	456	453
Bridges & Tunnels	99	73	50	50	50	50
Headquarters	710	953	978	961	961	961
Long Island Bus	65	71	-	-	-	-
Staten Island Railway	26	21	21	21	21	21
Capital Construction Company	27	41	41	41	41	41
Bus Company	126	178	159	160	160	160
Operations	**29,520**	**29,692**	**29,021**	**28,987**	**29,155**	**29,267**
NYC Transit	21,553	21,734	21,731	21,647	21,646	21,646
Long Island Rail Road	2,111	2,079	2,099	2,096	2,253	2,351
Metro-North Railroad	2,004	2,042	2,076	2,129	2,141	2,155
Bridges & Tunnels	765	775	775	775	775	775
Headquarters	-	-	-	-	-	-
Long Island Bus	736	722	-	-	-	-
Staten Island Railway	93	91	91	91	91	91
Capital Construction Company	-	-	-	-	-	-
Bus Company	2,258	2,249	2,249	2,249	2,249	2,249
Maintenance	**28,665**	**29,119**	**29,087**	**29,085**	**29,357**	**29,424**
NYC Transit	20,091	20,321	20,362	20,317	20,523	20,426
Long Island Rail Road	3,592	3,613	3,681	3,669	3,710	3,911
Metro-North Railroad	3,286	3,353	3,453	3,501	3,522	3,485
Bridges & Tunnels	392	397	393	393	393	393
Headquarters	-	-	-	-	-	-
Long Island Bus	238	249	-	-	-	-
Staten Island Railway	147	149	159	159	159	159
Capital Construction Company	-	-	-	-	-	-
Bus Company	919	1,037	1,039	1,046	1,050	1,050
Engineering/Capital	**1,837**	**1,715**	**1,708**	**1,708**	**1,708**	**1,708**
NYC Transit	1,349	1,218	1,218	1,218	1,218	1,218
Long Island Rail Road	109	117	113	113	113	113
Metro-North Railroad	102	97	97	97	97	97
Bridges & Tunnels	148	147	147	147	147	147
Headquarters	-	-	-	-	-	-
Long Island Bus	2	3	-	-	-	-
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	101	99	99	99	99	99
Bus Company	26	34	34	34	34	34
Public Safety	**1,542**	**1,567**	**1,564**	**1,594**	**1,638**	**1,654**
NYC Transit	505	500	500	500	500	500
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-	-
Bridges & Tunnels	266	271	271	271	271	271
Headquarters	758	781	781	811	855	871
Long Island Bus	3	3	-	-	-	-
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	10	12	12	12	12	12

Metropolitan Transportation Authority
July Financial Plan 2012-2015
Baseline Total Full-time Positions and Full-time Equivalents by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION/OCCUPATIONAL GROUP		2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration							
	Managers/Supervisors	1,437	1,556	1,488	1,482	1,486	1,488
	Professional, Technical, Clerical	2,635	2,683	2,449	2,434	2,439	2,444
	Operational Hourlies	52	165	159	159	159	159
	Total Administration	**4,124**	**4,404**	**4,096**	**4,075**	**4,084**	**4,091**
Operations							
	Managers/Supervisors	3,208	3,259	3,227	3,203	3,201	3,206
	Professional, Technical, Clerical	1,294	1,192	1,153	1,153	1,153	1,153
	Operational Hourlies	25,018	25,241	24,641	24,631	24,801	24,908
	Total Operations	**29,520**	**29,692**	**29,021**	**28,987**	**29,155**	**29,267**
Maintenance							
	Managers/Supervisors	4,600	4,837	4,808	4,776	4,801	4,802
	Professional, Technical, Clerical	2,310	2,327	2,300	2,271	2,262	2,256
	Operational Hourlies	21,755	21,955	21,979	22,038	22,294	22,366
	Total Maintenance	**28,665**	**29,119**	**29,087**	**29,085**	**29,357**	**29,424**
Engineering/Capital							
	Managers/Supervisors	459	448	443	443	443	443
	Professional, Technical, Clerical	1,376	1,265	1,263	1,263	1,263	1,263
	Operational Hourlies	2	2	2	2	2	2
	Total Engineering/Capital	**1,837**	**1,715**	**1,708**	**1,708**	**1,708**	**1,708**
Public Safety							
	Managers/Supervisors	166	179	179	179	180	180
	Professional, Technical, Clerical	131	139	139	139	139	140
	Operational Hourlies	1,245	1,249	1,246	1,276	1,319	1,334
	Total Public Safety	**1,542**	**1,567**	**1,564**	**1,594**	**1,638**	**1,654**
Baseline Total Positions							
	Managers/Supervisors	9,870	10,279	10,145	10,083	10,111	10,119
	Professional, Technical, Clerical	7,746	7,606	7,304	7,260	7,256	7,256
	Operational Hourlies	48,072	48,612	48,027	48,106	48,575	48,769
	Baseline Total Positions	**65,688**	**66,497**	**65,476**	**65,449**	**65,942**	**66,144**

Year-to-Year (2012 vs. 2011**)**

Consolidated 2012 baseline positions in the MTA July Financial Plan are 65,479, a reduction of 1,021 from the 2011 level; however, virtually all of this change is due to the assumption of the cessation of LI Bus' operations after December 31, 2011. Excluding the LI Bus reduction, there is an increase of 27 positions as non-reimbursable positions increase by 278, while reimbursable positions fall by 251.

On an agency basis, the primary driver of the 2012 reduction in positions is LI Bus, with a reduction of 1,048 positions. There is also a reduction of 146 positions for NYCT, 27 positions for B&T and 17 for the MTA Bus Company. These are offset by position increases of 103 for MNR, 79 for LIRR, 25 for MTAHQ and 10 for SIR.

NYCT's reduction of 146 positions consists of 235 reimbursable positions, offset by an increase of 89 non-reimbursable positions. The year-to-year reduction in reimbursable positions is due primarily to changes in capital program requirements. While, the increase in non-reimbursable positions is primarily to support several programmatic initiatives, including signal maintenance, SMS maintenance cycle for the R32 cars, elevator and escalator maintenance, and the Work Experience Program for public assistance recipients. (See full details on these programmatic initiatives in the NYCT Narrative Section of this report).

MNR's increase of 103 positions consists entirely of non-reimbursable positions. Of the total increase, maintenance accounts for 100 positions and operations for 34 positions. This is offset by a reduction of 31 administrative positions. The change results in a net-programmatic addition of 56 positions and a reduction in projected vacancies of 47 positions by the end of December 2012 vs. 2011. The programmatic change includes the addition of 30 positions in support of New Haven Maintenance Facility Shop Complex, 13 positions to support the overhaul of M4 and M6 cars, 9 T&E positions for new train service, 5 management positions dedicated to conductor certification, 2 positions to support signal and CTC improvements for the Danbury Branch, 7 positions to support GCT safety and 1 position for employee training functions. These increases are offset by the reduction of 11 positions in support of enhanced maintenance for M3 cars.

LIRR's increase is mostly non-reimbursable positions, 95 non-reimbursable positions, offset by 16 reimbursable positions. The major drivers of the non-reimbursable headcount change for LIRR are reliability centered maintenance activity in the Equipment Department and staffing levels in the Transportation Services Department. The decline in reimbursable headcount is a result of the capital administrative headcount reduction.

Year-to-Year (2013 – 2015)

Total forecasted positions in the MTA July Financial Plan are 65,452 for 2013, 65,945 for 2014, and 66,147 for 2015. These reflect a total reduction of 27 positions in 2013

from the prior year's level, and increases of 493 positions in 2014 and 202 positions in 2015 from the prior year.

The change in 2013 is driven primarily by NYCT's reduction of 140 positions, offset by an increase of 101 positions by MNR. NYCT's reimbursable positions drop by 197, largely due to changes in capital program requirements. In addition, NYCT increases its non- reimbursable positions by 57 in support of several programmatic initiatives, which are mentioned above and discussed in details in the NYCT Narrative Section of this report. MNR's increase in non-reimbursable positions of 101 in 2013 reflects the addition of 32 maintenance positions to support the New Haven Maintenance Facility Shop Complex, 24 maintenance positions to support the M4/M6 car overhaul program, 21 additional coach cleaners, and 24 additional T&E positions for new train service.

For 2014 and 2015, the July Plan forecasts project increases in total positions over the prior year's levels of 493 positions in 2014 and 202 positions in 2015. In 2014, increases are projected for NYCT of 204 positions, 208 positions for LIRR, 44 positions for MTAHQ, 33 positions for MNR, and 4 positions for MTA Bus Company. In 2015, LIRR's positions increase by 310 and Headquarter positions by 16. This is offset by reductions of 98 positions for NYCT and 26 positions for MNR. LIRR's position increases are related to the East Side Access ramp up. MTAHQ position increases are due to the additional security needs for East Side Access, since hiring and training need to commence well before the slated opening. NYCT's position increases are to support the programmatic initiatives mentioned in the section above.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2012-2015
Year to Year Changes for Positions by Function and Agency
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents
Favorable/(Unfavorable)

Function	Change 2011-2010	Change 2011-2012	Change 2012-2013	Change 2013-2014	Change 2014-2015
Baseline Total Positions	**(809)**	**1,021**	**27**	**(493)**	**(202)**
NYC Transit	(305)	146	140	(204)	98
Long Island Rail Road	10	(79)	9	(208)	(310)
Metro-North Railroad	(73)	(103)	(101)	(33)	26
Bridges & Tunnels	7	27	-	-	-
Headquarters	(266)	(25)	(13)	(44)	(16)
Long Island Bus	(4)	1,048	-	-	-
Staten Island Railway	5	(10)	-	-	-
Capital Construction Company	(12)	-	-	-	-
Bus Company	(171)	17	(8)	(4)	-
Non-Reimbursable	**(603)**	**755**	**(170)**	**(521)**	**(219)**
NYC Transit	(147)	(89)	(57)	(231)	87
Long Island Rail Road	(5)	(95)	9	(209)	(316)
Metro-North Railroad	(42)	(103)	(101)	(33)	26
Bridges & Tunnels	6	27	-	-	-
Headquarters	(266)	(25)	(13)	(44)	(16)
Long Island Bus	(4)	1,033	-	-	-
Staten Island Railway	5	(10)	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	(150)	17	(8)	(4)	-
Reimbursable	**(206)**	**266**	**197**	**27**	**18**
NYC Transit	(158)	235	197	27	11
Long Island Rail Road	15	16	-	-	7
Metro-North Railroad	(31)	-	-	-	-
Bridges & Tunnels	1	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	15	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	(12)	-	-	-	-
Bus Company	(21)	-	-	-	-
Total Full-Time	**(840)**	**921**	**27**	**(493)**	**(202)**
NYC Transit	(351)	145	140	(204)	98
Long Island Rail Road	10	(79)	9	(208)	(310)
Metro-North Railroad	(73)	(103)	(101)	(33)	26
Bridges & Tunnels	7	27	-	-	-
Headquarters	(266)	(25)	(13)	(44)	(16)
Long Island Bus	(4)	949	-	-	-
Staten Island Railway	5	(10)	-	-	-
Capital Construction Company	(12)	-	-	-	-
Bus Company	(156)	17	(8)	(4)	-
Total Full-Time-Equivalents	**31**	**100**	**-**	**-**	**-**
NYC Transit	46	1	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	99	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	(15)	-	-	-	-

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2012-2015
Year to Year Changes for Positions by Function and Agency
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents
Favorable/(Unfavorable)

FUNCTION/DEPARTMENT	Change 2011-2010	Change 2011-2012	Change 2012-2013	Change 2013-2014	Change 2014-2015
Administration	**(280)**	**308**	**21**	**(9)**	**(7)**
NYC Transit	(30)	184	11	1	1
Long Island Rail Road	7	5	(6)	(10)	(11)
Metro-North Railroad	27	31	-	-	3
Bridges & Tunnels	26	23	-	-	-
Headquarters	(243)	(25)	17	-	-
Long Island Bus	(6)	71	-	-	-
Staten Island Railway	5	-	-	-	-
Capital Construction Company	(14)	-	-	-	-
Bus Company	(52)	19	(1)	-	-
Operations	**(172)**	**671**	**34**	**(168)**	**(112)**
NYC Transit	(181)	3	84	1	-
Long Island Rail Road	32	(20)	3	(157)	(98)
Metro-North Railroad	(38)	(34)	(53)	(12)	(14)
Bridges & Tunnels	(10)	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	14	722	-	-	-
Staten Island Railway	2	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	9	-	-	-	-
Maintenance	**(454)**	**32**	**3**	**(272)**	**(67)**
NYC Transit	(230)	(41)	45	(206)	97
Long Island Rail Road	(21)	(68)	13	(41)	(201)
Metro-North Railroad	(67)	(100)	(48)	(21)	37
Bridges & Tunnels	(5)	4	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	(11)	249	-	-	-
Staten Island Railway	(2)	(10)	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	(118)	(2)	(7)	(4)	-
Engineering/Capital	**122**	**7**	**-**	**-**	**-**
NYC Transit	131	-	-	-	-
Long Island Rail Road	(8)	4	-	-	-
Metro-North Railroad	5	-	-	-	-
Bridges & Tunnels	1	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	(1)	3	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	2	-	-	-	-
Bus Company	(8)	-	-	-	-
Public Safety	**(25)**	**3**	**(30)**	**(44)**	**(16)**
NYC Transit	5	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	(5)	-	-	-	-
Headquarters	(23)	-	(30)	(44)	(16)
Long Island Bus	-	3	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	(2)	-	-	-	-

Metropolitan Transportation Authority
July Financial Plan 2012-2015
Year to Year Changes for Positions by Function and Occupational Group
Baseline Total Full-time Positions and Full-time Equivalents
Non-Reimbursable and Reimbursable

Favorable/(Unfavorable)

FUNCTION/OCCUPATIONAL GROUP	Change 2011-2012	Change 2012-2013	Change 2013-2014	Change 2014-2015
Administration				
Managers/Supervisors	68	6	(4)	(2)
Professional, Technical, Clerical	234	15	(5)	(5)
Operational Hourlies	6	-	-	-
Total Administration	**308**	**21**	**(9)**	**(7)**
Operations				
Managers/Supervisors	32	24	2	(5)
Professional, Technical, Clerical	39	-	-	-
Operational Hourlies	600	10	(170)	(107)
Total Operations	**671**	**34**	**(168)**	**(112)**
Maintenance				
Managers/Supervisors	29	32	(25)	(1)
Professional, Technical, Clerical	27	29	9	6
Operational Hourlies	(24)	(59)	(256)	(72)
Total Maintenance	**32**	**2**	**(272)**	**(67)**
Engineering/Capital				
Managers/Supervisors	5	-	-	-
Professional, Technical, Clerical	2	-	-	-
Operational Hourlies	-	-	-	-
Total Engineering/Capital	**7**	**-**	**-**	**-**
Public Safety				
Managers/Supervisors	-	-	(1)	-
Professional, Technical, Clerical	-	-	-	(1)
Operational Hourlies	3	(30)	(43)	(15)
Total Public Safety	**3**	**(30)**	**(44)**	**(16)**
Baseline Total Positions				
Managers/Supervisors	134	62	(28)	(8)
Professional, Technical, Clerical	302	44	4	-
Operational Hourlies	585	(79)	(469)	(194)
Baseline Total Positions	**1,021**	**27**	**(493)**	**(202)**

BASELINE POSITIONS (Headcount)

This section highlights major Plan-to-Plan headcount changes versus the February Plan followed by headcount position tables. For specific information, see Agency sections.

MTA COMBINED

Plan-to-Plan (2011) Mid-Year Forecast vs. Adopted Budget

MTA consolidated baseline positions of 66,497 are 46 fewer than projected in the February 2011 Adopted Budget. The first part of this section described the Plan-to-Plan changes for 2011 by showing them as the decomposition of BRPs, the 15% reduction in reimbursable administrative positions, New Needs and the other adjustments to February's numbers. Compared with February, the net decrease in the July Financial Plan consists mostly of a decline of 215 Capital/Engineering functions (more than 70% of which are Professional, Technical and Clerical occupations), and this more than offsets the MTA-wide increase of 168 Maintenance functions. NYCT accounts for most of the net decrease within Capital/Engineering (eliminating 180 positions) as well as the net increase in Maintenance (adding 290)-- the former motivated by the 15% reduction of reimbursable administrative positions, and the latter driven by the programmatic initiatives to improve maintenance (described in the NYCT section). Smaller changes in Administrative, Operations and Public Safety functions fully account for the net decrease, relative to February. Compared with the positions projected for 2011 in the February Plan, July projects a decrease of 207 Reimbursable positions and an increase of 158 Non-Reimbursable positions.

Plan-to-Plan (2012) vs. Adopted Budget

Compared with the Adopted Budget the July Plan projects a decrease of 967 positions in 2012, a reflection of the separation of Long Island Bus Company, which will result in the elimination of 1,105 positions from the MTA payroll. Not including the LI Bus reductions, however, total headcount for the MTA is projected to increase by 138, relative to the February Financial Plan. This increase is driven mainly by New Needs programmatic initiatives at NYCT and adjustments to its station staffing needs. At the same time, the BRPs introduced by NYCT, LIRR and B&T are a partial offset, together leading to a reduction of positions in 2012 and in each subsequent year by 38 heads. Position reductions from the 2011 initiative to lower the reimbursable administrative workforce by 15% will also impact each year of the plan. The total MTA-wide initiative will reduce reimbursable administrative positions by 443 by 2012.

The 2012 MTA-wide reduction in positions, relative to February, includes 721 employees within "Operations". Over 500 of these are "Operational Hourly" workers from LI Bus Company; but 127 Managers and Supervisors will also be eliminated, MTA-wide, from Operations in 2012. The July Plan projects a further reduction of 275 Engineering/Capital functions, of which the majority (188) will be Professional, Technical and Clerical Positions and the remainder will be Managers and Supervisors. Smaller

reductions for 2012 will take place within Administration and Public Safety functions, together totaling an elimination of 108 jobs. At the same time, the change in positions from the February Plan will include an MTA-wide increase within Maintenance functions, primarily Managers and Supervisors related to the continuation of Transit's programmatic initiatives. Compared with positions projected for 2012 in the February Plan, July projects a decline of 352 Reimbursable and 615 Non-Reimbursable positions. Once again, the decline in Non-Reimbursable positions is driven by the separation of LI Bus, which will result in the elimination of 1,090 Non-Reimbursable heads in 2012. Most of the offset to these reductions will come from NYCT, which will add 480 Non-Reimbursable positions in 2012.

Plan-to-Plan (2013 - 2014)

Relative to the February Financial Plan, total MTA-wide positions for 2013 and 2014 decline by 1,248 and 1,129, respectively. As in 2012, the declines are the result of LI Bus' separation, without which the MTA-wide decrease would amount to 143 positions in 2013 and 24 positions in 2014. Much of this elimination is attributable to the 2011 Budget Reduction Program and the initiative to reduce reimbursable administrative positions discussed above, which result in a decline of 38 and 439 positions, respectively, in each year.

The July Financial Plan shows a decrease, relative to February's projections, of 418 Reimbursable positions in 2013 and 429 Reimbursable positions in 2014. Non-reimbursable positions will also decline in both years by 830 and 700, respectively, but it should be reiterated that the non-reimbursable declines are attributable in each year to the LI Bus separation. Not including LI Bus, non-reimbursable positions will increase, relative to February projections, by 260 in 2013 and by 390 in 2014. For 2013, most of this increase comes from NYCT, where headcount is expected to grow above the 2011 hiring level needed to support signal maintenance and other programs described in the NYCT section. In 2014 NYCT will add 465 non-reimbursable positions above the level projected in February. In both 2013 and 2014, LIRR headcount reductions, relative to February, constitute the major offset to NYCT's increases: compared to February, LIRR will reduce non-reimbursable positions in 2013 and 2014 by 149 and 90, respectively, with most of this decrease explained by the agency's downward re-estimate of positions needed for work on East Side Access.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2012-2015
Baseline Change Between 2011 July Financial Plan vs. 2011 February Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency
Favorable/(Unfavorable)

Category	2011	2012	2013	2014
Baseline Total Positions	**52**	**970**	**1,251**	**1,132**
NYC Transit	(142)	(221)	(60)	(129)
Long Island Rail Road	45	28	196	137
Metro-North Railroad	113	65	47	47
Bridges & Tunnels	(10)	(10)	(10)	(10)
Headquarters	(6)	12	(18)	(9)
Long Island Bus	57	1,105	1,105	1,105
Staten Island Railway	-	(10)	(10)	(10)
Capital Construction Company	7	7	7	7
Bus Company	(12)	(6)	(6)	(6)
Non-Reimbursable	**(158)**	**615**	**830**	**700**
NYC Transit	(316)	(480)	(385)	(465)
Long Island Rail Road	43	(19)	149	90
Metro-North Railroad	99	51	33	33
Bridges & Tunnels	(19)	(19)	(19)	(19)
Headquarters	(6)	12	(18)	(9)
Long Island Bus	57	1,090	1,090	1,090
Staten Island Railway	-	(10)	(10)	(10)
Capital Construction Company	-	-	-	-
Bus Company	(16)	(10)	(10)	(10)
Reimbursable	**210**	**355**	**421**	**432**
NYC Transit	174	259	325	336
Long Island Rail Road	2	47	47	47
Metro-North Railroad	14	14	14	14
Bridges & Tunnels	9	9	9	9
Headquarters	-	-	-	-
Long Island Bus	-	15	15	15
Staten Island Railway	-	-	-	-
Capital Construction Company	7	7	7	7
Bus Company	4	4	4	4
Total Full-Time	**67**	**885**	**1,166**	**1,047**
NYC Transit	(142)	(222)	(61)	(130)
Long Island Rail Road	45	28	196	137
Metro-North Railroad	113	65	47	47
Bridges & Tunnels	(10)	(10)	(10)	(10)
Headquarters	(6)	12	(18)	(9)
Long Island Bus	57	1,006	1,006	1,006
Staten Island Railway	-	(10)	(10)	(10)
Capital Construction Company	7	7	7	7
Bus Company	3	9	9	9
Total Full-Time-Equivalents	**(15)**	**85**	**85**	**85**
NYC Transit	-	1	1	1
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Long Island Bus	-	99	99	99
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(15)	(15)	(15)	(15)

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2012-2015
Baseline Change Between 2011 July Financial Plan vs. 2011 February Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency
Favorable/(Unfavorable)

Function	2011	2012	2013	2014
Administration	**(28)**	**72**	**76**	**77**
NYC Transit	14	17	21	22
Long Island Rail Road	(9)	(9)	(9)	(9)
Metro-North Railroad	(22)	10	10	10
Bridges & Tunnels	-	-	-	-
Headquarters	(3)	(15)	(15)	(15)
Long Island Bus	10	81	81	81
Staten Island Railway	-	-	-	-
Capital Construction Company	(13)	(13)	(13)	(13)
Bus Company	(5)	1	1	1
Operations	**37**	**721**	**897**	**848**
NYC Transit	(46)	(66)	(52)	(37)
Long Island Rail Road	-	10	172	108
Metro-North Railroad	53	25	25	25
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Long Island Bus	39	761	761	761
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(9)	(9)	(9)	(9)
Maintenance	**(168)**	**(127)**	**4**	**(76)**
NYC Transit	(290)	(372)	(229)	(314)
Long Island Rail Road	54	(10)	(4)	1
Metro-North Railroad	72	20	2	2
Bridges & Tunnels	(10)	(10)	(10)	(10)
Headquarters	-	-	-	-
Long Island Bus	8	257	257	257
Staten Island Railway	-	(10)	(10)	(10)
Capital Construction Company	-	-	-	-
Bus Company	(2)	(2)	(2)	(2)
Engineering/Capital	**214**	**274**	**274**	**274**
NYC Transit	180	200	200	200
Long Island Rail Road	-	37	37	37
Metro-North Railroad	10	10	10	10
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Long Island Bus	-	3	3	3
Staten Island Railway	-	-	-	-
Capital Construction Company	20	20	20	20
Bus Company	4	4	4	4
Public Safety	**(3)**	**30**	**-**	**9**
NYC Transit	-	-	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	(3)	27	(3)	6
Long Island Bus	-	3	3	3
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-
Baseline Total Positions	**52**	**970**	**1,251**	**1,132**

Metropolitan Transportation Authority
July Financial Plan 2012-2015
Baseline Change Between 2011 July Financial Plan vs. 2011 February Financial Plan
Non-Reimbursable and Reimbursable
Full-time Positions and Full-time Equivalents by Occupational Group and Agency
Favorable/(Unfavorable)

		Change				
FUNCTION/OCCUPATIONAL GROUP		**2010**	**2011**	**2012**	**2013**	**2014**
Administration						
	Managers/Supervisors	121	(20)	9	11	11
	Professional, Technical, Clerical	(36)	(10)	56	58	59
	Operational Hourlies	40	2	7	7	7
	Total Administration	**125**	**(28)**	**72**	**76**	**77**
Operations						
	Managers/Supervisors	215	96	127	143	145
	Professional, Technical, Clerical	(16)	41	78	78	78
	Operational Hourlies	(7)	(100)	516	676	625
	Total Operations	**192**	**37**	**721**	**897**	**848**
Maintenance						
	Managers/Supervisors	(58)	(256)	(247)	(222)	(235)
	Professional, Technical, Clerical	7	(7)	2	27	31
	Operational Hourlies	176	95	118	199	128
	Total Maintenance	**125**	**(168)**	**(127)**	**4**	**(76)**
Engineering/Capital						
	Managers/Supervisors	39	58	87	87	87
	Professional, Technical, Clerical	39	156	187	187	187
	Operational Hourlies	-	-	-	-	-
	Total Engineering/Capital	**78**	**214**	**274**	**274**	**274**
Public Safety						
	Managers/Supervisors	10	(2)	(2)	(2)	(2)
	Professional, Technical, Clerical	7	(1)	(1)	(1)	-
	Operational Hourlies	15	-	33	3	11
	Total Public Safety	**32**	**(3)**	**30**	**-**	**9**
Baseline Total Positions						
	Managers/Supervisors	327	(124)	(26)	17	6
	Professional, Technical, Clerical	1	179	322	349	355
	Operational Hourlies	224	(3)	674	885	771
	Baseline Total Positions	**552**	**52**	**970**	**1,251**	**1,132**

III. Other MTA Consolidated Materials-Baseline

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan 2012-2015

MTA Consolidated Statement Of Operations By Category

($ in millions)

Line No.	Non-Reimbursable	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
10	***Operating Revenue***						
11	Farebox Revenue	$4,586	$4,982	$5,033	$5,095	$5,177	$5,250
12	Toll Revenue	1,417	1,503	1,510	1,509	1,516	1,523
13	Other Revenue	491	507	536	566	601	642
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	**Total Operating Revenue**	**$6,495**	**$6,991**	**$7,079**	**$7,170**	**$7,294**	**$7,415**
16							
17	***Operating Expense***						
18	**Labor Expenses:**						
19	Payroll	$4,171	$4,211	$4,220	$4,243	$4,350	$4,452
20	Overtime	443	496	459	459	465	474
21	Health & Welfare	738	792	876	968	1,069	1,177
22	OPEB Current Payment	356	377	432	482	531	584
23	Pensions	1,030	1,088	1,299	1,314	1,378	1,435
24	Other-Fringe Benefits	540	479	482	495	511	528
25	Reimbursable Overhead	(345)	(349)	(336)	(324)	(328)	(322)
26	**Sub-total Labor Expenses**	**$6,933**	**$7,093**	**$7,432**	**$7,636**	**$7,977**	**$8,328**
27							
28	**Non-Labor Expenses:**						
29	Traction and Propulsion Power	$325	$346	$374	$412	$457	$522
30	Fuel for Buses and Trains	190	248	258	270	276	291
31	Insurance	10	16	25	35	48	58
32	Claims	285	204	211	221	230	238
33	Paratransit Service Contracts	380	384	462	553	660	773
34	Maintenance and Other Operating Contracts	542	627	626	642	674	723
35	Professional Service Contracts	203	212	221	225	233	237
36	Materials & Supplies	511	574	590	626	652	679
37	Other Business Expenses	190	177	165	173	175	179
38	**Sub-total Non-Labor Expenses**	**$2,636**	**$2,787**	**$2,932**	**$3,158**	**$3,405**	**$3,701**
39							
40	**Other Expense Adjustments:**						
41	Other	($18)	$16	$37	$35	$35	$36
42	General Reserve	0	50	100	100	100	100
43	**Sub-total Other Expense Adjustments**	**($18)**	**$66**	**$137**	**$135**	**$135**	**$136**
44							
45	**Total Operating Expense before Non-Cash Liability Adjs.**	**$9,550**	**$9,946**	**$10,501**	**$10,929**	**$11,518**	**$12,165**
46							
47	Depreciation	$1,981	$2,114	$2,195	$2,265	$2,351	$2,455
48	OPEB Obligation	1,167	1,241	1,256	1,284	1,312	1,347
49	Environmental Remediation	19	9	9	9	9	9
50							
51	**Total Operating Expense**	**$12,717**	**$13,310**	**$13,961**	**$14,487**	**$15,190**	**$15,976**
52							
53	Dedicated Taxes and State/Local Subsidies	$4,841	$5,154	$5,545	$5,806	$6,066	$6,248
54	Debt Service (excludes Service Contract Bonds)	(1,781)	(1,987)	(2,168)	(2,305)	(2,448)	(2,570)
55							
56	**Net Deficit After Subsidies and Debt Service**	**($3,163)**	**($3,151)**	**($3,504)**	**($3,816)**	**($4,278)**	**($4,882)**
57							
58	Conversion to Cash Basis: Non-Cash Liability Adjs.	$3,166	$3,363	$3,460	$3,558	$3,672	$3,811
59	Conversion to Cash Basis: GASB Account	(67)	(38)	(59)	(63)	(66)	(68)
60	Conversion to Cash Basis: All Other	93	(252)	(245)	(283)	(357)	(415)
61							
62	**CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER**	**$30**	**($78)**	**($347)**	**($604)**	**($1,029)**	**($1,555)**

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan 2012-2015

MTA Consolidated Statement Of Operations By Category

($ in millions)

Line No	Reimbursable	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
10	***Operating Revenue***						
11	Farebox Revenue	$0	$0	$0	$0	$0	$0
12	Toll Revenue	0	0	0	0	0	0
13	Other Revenue	0	0	0	0	0	0
14	Capital and Other Reimbursements	1,449	1,486	1,453	1,431	1,457	1,472
15	**Total Operating Revenue**	**$1,449**	**$1,486**	**$1,453**	**$1,431**	**$1,457**	**$1,472**
16							
17	***Operating Expense***						
18	**Labor Expenses:**						
19	Payroll	$528	$538	$529	$517	$521	$529
20	Overtime	124	101	97	96	98	100
21	Health & Welfare	47	51	57	62	67	72
22	OPEB Current Payment	1	1	0	0	0	0
23	Pensions	49	49	51	53	54	56
24	Other-Fringe Benefits	148	147	145	140	141	143
25	Reimbursable Overhead	345	348	335	324	327	321
26	**Sub-total Labor Expenses**	**$1,241**	**$1,235**	**$1,213**	**$1,192**	**$1,208**	**$1,221**
27							
28	**Non-Labor Expenses:**						
29	Traction and Propulsion Power	$0	$0	$0	$0	$0	$0
30	Fuel for Buses and Trains	0	0	0	0	0	0
31	Insurance	5	10	11	11	12	12
32	Claims	0	0	0	0	0	0
33	Paratransit Service Contracts	1	0	0	0	0	0
34	Maintenance and Other Operating Contracts	86	70	64	64	66	66
35	Professional Service Contracts	34	33	35	43	48	47
36	Materials & Supplies	80	136	129	120	123	125
37	Other Business Expenses	2	2	1	1	1	1
38	**Sub-total Non-Labor Expenses**	**$208**	**$250**	**$240**	**$239**	**$249**	**$251**
39							
40	**Other Expense Adjustments:**						
41	Other	$0	$0	$0	$0	$0	$0
42	**Sub-total Other Expense Adjustments**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
43							
44	**Total Operating Expense**	**$1,449**	**$1,486**	**$1,453**	**$1,431**	**$1,457**	**$1,472**
45							
46	**Baseline Surplus/(Deficit)**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan 2012-2015

MTA Consolidated Statement Of Operations By Category

($ in millions)

Line Number	Non-Reimbursable / Reimbursable	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
10	***Operating Revenue***						
11	Farebox Revenue	$4,586	$4,982	$5,033	$5,095	$5,177	$5,250
12	Toll Revenue	1,417	1,503	1,510	1,509	1,516	1,523
13	Other Revenue	491	507	536	566	601	642
14	Capital and Other Reimbursements	1,449	1,486	1,453	1,431	1,457	1,472
15	**Total Operating Revenue**	**$7,944**	**$8,477**	**$8,532**	**$8,601**	**$8,751**	**$8,887**
16							
17	***Operating Expense***						
18	**Labor Expenses:**						
19	Payroll	$4,699	$4,748	$4,748	$4,760	$4,871	$4,981
20	Overtime	567	597	556	555	563	573
21	Health & Welfare	785	843	933	1,030	1,136	1,248
22	OPEB Current Payment	357	378	432	482	531	584
23	Pensions	1,078	1,137	1,350	1,367	1,432	1,491
24	Other-Fringe Benefits	688	626	627	635	652	672
25	Reimbursable Overhead	(0)	(0)	(1)	(1)	(1)	(1)
26	**Sub-total Labor Expenses**	**$8,174**	**$8,329**	**$8,645**	**$8,828**	**$9,185**	**$9,549**
27							
28	**Non-Labor Expenses:**						
29	Traction and Propulsion Power	$325	$346	$374	$412	$457	$522
30	Fuel for Buses and Trains	190	248	258	270	276	291
31	Insurance	15	26	36	46	59	70
32	Claims	286	204	211	221	230	238
33	Paratransit Service Contracts	381	384	462	553	660	773
34	Maintenance and Other Operating Contracts	627	697	689	706	740	789
35	Professional Service Contracts	237	244	256	268	281	285
36	Materials & Supplies	592	710	719	747	774	804
37	Other Business Expenses	191	179	166	174	176	180
38	**Sub-total Non-Labor Expenses**	**$2,844**	**$3,038**	**$3,172**	**$3,397**	**$3,654**	**$3,952**
39							
40	**Other Expense Adjustments:**						
41	Other	($18)	$16	$37	$35	$35	$36
42	General Reserve	0	50	100	100	100	100
43	**Sub-total Other Expense Adjustments**	**($18)**	**$66**	**$137**	**$135**	**$135**	**$136**
44							
45	**Total Operating Expense before Non-Cash Liability Adjs.**	**$11,000**	**$11,432**	**$11,954**	**$12,361**	**$12,974**	**$13,637**
46							
47	Depreciation	$1,981	$2,114	$2,195	$2,265	$2,351	$2,455
48	OPEB Obligation	1,167	1,241	1,256	1,284	1,312	1,347
49	Environmental Remediation	19	9	9	9	9	9
50							
51	**Total Operating Expense**	**$14,166**	**$14,795**	**$15,414**	**$15,918**	**$16,646**	**$17,448**
52							
53	**Net Operating Deficit Before Subsidies and Debt Service**	**($6,222)**	**($6,318)**	**($6,882)**	**($7,317)**	**($7,896)**	**($8,561)**
54							
55	Dedicated Taxes and State/Local Subsidies	$4,841	$5,154	$5,545	$5,806	$6,066	$6,248
56	Debt Service (excludes Service Contract Bonds)	(1,781)	(1,987)	(2,168)	(2,305)	(2,448)	(2,570)
57							
58	**Net Deficit After Subsidies and Debt Service**	**($3,163)**	**($3,151)**	**($3,504)**	**($3,816)**	**($4,278)**	**($4,882)**
59							
60	Conversion to Cash Basis: Non-Cash Liability Adjs.	$3,166	$3,363	$3,460	$3,558	$3,672	$3,811
61	Conversion to Cash Basis: GASB Account	(67)	(38)	(59)	(63)	(66)	(68)
62	Conversion to Cash Basis: All Other	93	(252)	(245)	(283)	(357)	(415)
63							
64	**CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER**	**$30**	**($78)**	**($347)**	**($604)**	**($1,029)**	**($1,555)**

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2012-2015
MTA Consolidated Cash Receipts and Expenditures
($ in millions)

Line No	Cash Receipts and Expenditures	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
11	**Receipts**						
12	Farebox Revenue	$4,613	$5,032	$5,069	$5,143	$5,219	$5,293
13	Other Operating Revenue	505	561	559	590	626	667
14	Capital and Other Reimbursements	1,427	1,527	1,440	1,413	1,429	1,443
15	**Total Receipts**	**$6,544**	**$7,120**	**$7,068**	**$7,147**	**$7,273**	**$7,403**
16							
17	**Expenditures**						
18	***Labor:***						
19	Payroll	$4,567	$4,663	$4,578	$4,595	$4,708	$4,805
20	Overtime	543	578	532	531	540	548
21	Health and Welfare	752	841	904	999	1,102	1,212
22	OPEB Current Payment	347	364	415	464	511	563
23	Pensions	1,170	1,090	1,305	1,319	1,363	1,425
24	Other Fringe Benefits	579	587	580	589	608	626
26	Contribution to GASB Fund	67	38	59	63	66	68
27	Reimbursable Overhead	0	0	0	0	1	1
28	**Total Labor Expenditures**	**$8,026**	**$8,162**	**$8,372**	**$8,559**	**$8,900**	**$9,247**
29							
30	***Non-Labor:***						
31	Traction and Propulsion Power	$327	$379	$377	$414	$460	$526
32	Fuel for Buses and Trains	195	246	258	270	276	291
33	Insurance	10	35	31	39	54	65
34	Claims	210	191	184	199	210	216
35	Paratransit Service Contracts	386	381	457	548	655	768
36	Maintenance and Other Operating Contracts	551	624	603	613	631	658
37	Professional Service Contracts	202	232	225	237	249	252
38	Materials & Supplies	566	651	680	714	761	790
39	Other Business Expenditures	208	181	167	174	177	180
40	**Total Non-Labor Expenditures**	**$2,656**	**$2,920**	**$2,983**	**$3,209**	**$3,472**	**$3,746**
41							
42	***Other Expenditure Adjustments:***						
43	Other	$56	$88	$109	$115	$122	$133
44	General Reserve	0	50	100	100	100	100
45	**Total Other Expenditure Adjustments**	**$56**	**$138**	**$209**	**$215**	**$222**	**$233**
46							
47	**Total Expenditures**	**$10,738**	**$11,220**	**$11,564**	**$11,982**	**$12,594**	**$13,226**
48							
49	**Net Cash Deficit Before Subsidies and Debt Service**	**($4,194)**	**($4,100)**	**($4,497)**	**($4,835)**	**($5,321)**	**(5,823)**
50							
51	Dedicated Taxes and State/Local Subsidies	$5,396	$5,377	$5,669	$5,872	$6,053	$6,121
52	Debt Service (excludes Service Contract Bonds)	(1,172)	(1,354)	(1,520)	(1,641)	(1,761)	(1,853)
53							
54	**CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER**	**$30**	**($78)**	**($347)**	**($604)**	**($1,029)**	**($1,555)**

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan 2012-2015

Cash Conversion Detail

($ in millions)

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Depreciation						
New York City Transit	$1,290	$1,400	$1,475	$1,550	$1,625	$1,700
Metro-North Railroad	219	219	223	232	244	256
Long Island Rail Road	319	318	317	309	298	307
MTA Bus Company	40	42	42	42	42	42
MTA Headquarters	25	41	39	27	28	29
Staten Island Railway	9	9	9	9	9	9
Bridges & Tunnels	78	86	90	94	104	112
Sub-Total	*1,981*	*2,114*	*2,195*	*2,265*	*2,351*	*2,455*
Other Post Employment Benefits						
New York City Transit	$881	$919	$930	$944	$963	$980
Metro-North Railroad	*46*	*56*	*60*	*64*	*68*	*72*
Long Island Rail Road	*65*	*75*	*77*	*80*	*82*	*84*
MTA Bus Company	*52*	*55*	*55*	*56*	*57*	*58*
MTA Headquarters	*58*	*67*	*71*	*75*	*79*	*84*
Bridges & Tunnels	*55*	*57*	*59*	*63*	*60*	*66*
Long Island Bus	*9*	*9*	*0*	*0*	*0*	*0*
Staten Island Railway	*2*	*3*	*3*	*3*	*3*	*3*
Sub-Total	*1,167*	*1,241*	*1,256*	*1,284*	*1,312*	*1,347*
Environmental Remediation						
New York City Transit	*11*	*0*	*0*	*0*	*0*	*0*
Metro-North Railroad	*4*	*7*	*7*	*7*	*7*	*7*
Long Island Rail Road	*(0)*	*2*	*2*	*2*	*2*	*2*
MTA Bus Company	*4*	*0*	*0*	*0*	*0*	*0*
Bridges & Tunnels	*0*	*0*	*0*	*0*	*0*	*0*
Staten Island Railway	*0*	*0*	*0*	*0*	*0*	*0*
Sub-Total	*19*	*9*	*9*	*9*	*9*	*9*
Operating						
New York City Transit	(2)	88	57	54	57	45
Metro-North Railroad	(45)	(24)	(26)	(27)	(44)	(27)
Long Island Rail Road	(25)	22	13	4	(11)	(11)
MTA Bus Company	24	(42)	10	6	4	5
MTA Headquarters	(17)	(20)	(8)	(9)	(9)	(8)
Long Island Bus	17	(13)	0	0	0	0
Staten Island Railway	2	(5)	(0)	(0)	(0)	(0)
First Mutual Transportation Assurance Company	(29)	(51)	(50)	(52)	(58)	(68)
Other	14	21	23	25	25	25
Sub-Total	*(61)*	*(24)*	*19*	*2*	*(35)*	*(39)*
Subsidies						
New York City Transit	(26)	(195)	(190)	(156)	(191)	(226)
Commuter Railroads	178	(31)	(110)	(159)	(173)	(187)
Headquarters	(26)	(30)	(28)	(29)	(20)	(27)
MTA Bus Company	(46)	(13)	7	(3)	(2)	(4)
Long Island Bus	6	18	0	0	0	0
Staten Island Railway	2	2	0	0	0	0
Sub-Total	*88*	*(249)*	*(322)*	*(346)*	*(387)*	*(443)*
Total Cash Conversion	**$3,193**	**$3,091**	**$3,157**	**$3,213**	**$3,250**	**$3,328**

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2012-2015
Changes Year-to-Year By Category

Favorable/(Unfavorable)

($ in millions)

Line Number	Non-Reimbursable	2011 Mid-Year Forecast	Change 2011 - 2010	2012 Preliminary Budget	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
12	***Operating Revenue***										
13	Farebox Revenue	$4,982	**$395**	$5,033	**$51**	$5,095	**$62**	$5,177	**$81**	$5,250	**$74**
14	Toll Revenue	1,503	**86**	1,510	**7**	1,509	**(1)**	1,516	**8**	1,523	**6**
15	Other Revenue	507	**16**	536	**29**	566	**29**	601	**36**	642	**41**
16	Capital and Other Reimbursements	0	**0**	0	**0**	0	**0**	0	**0**	0	**0**
17	**Total Operating Revenue**	**$6,991**	**$497**	**$7,079**	**$88**	**$7,170**	**$91**	**$7,294**	**$124**	**$7,415**	**$121**
18											
19	***Operating Expense***										
20	**Labor Expenses:**										
21	Payroll	$4,211	**($39)**	$4,220	**($9)**	$4,243	**($24)**	$4,350	**($107)**	$4,452	**($102)**
22	Overtime	496	**(52)**	459	**36**	459	**1**	465	**(6)**	474	**(9)**
23	Health & Welfare	792	**(54)**	876	**(84)**	968	**(92)**	1,069	**(102)**	1,177	**(107)**
24	OPEB Current Payment	377	**(21)**	432	**(54)**	482	**(51)**	531	**(49)**	584	**(53)**
25	Pensions	1,088	**(58)**	1,299	**(211)**	1,314	**(15)**	1,378	**(64)**	1,435	**(57)**
26	Other-Fringe Benefits	479	**61**	482	**(4)**	495	**(12)**	511	**(16)**	528	**(17)**
27	Reimbursable Overhead	(349)	**4**	(336)	**(13)**	(324)	**(12)**	(328)	**3**	(322)	**(6)**
28	**Sub-total Labor Expenses**	**$7,093**	**($160)**	**$7,432**	**($338)**	**$7,636**	**($205)**	**$7,977**	**($341)**	**$8,328**	**($351)**
29											
30	**Non-Labor Expenses:**										
31	Traction and Propulsion Power	$346	**($21)**	$374	**($28)**	$412	**($38)**	$457	**($45)**	$522	**($65)**
32	Fuel for Buses and Trains	248	**(58)**	258	**(10)**	270	**(11)**	276	**(6)**	291	**(15)**
33	Insurance	16	**(6)**	25	**(9)**	35	**(10)**	48	**(13)**	58	**(10)**
34	Claims	204	**82**	211	**(7)**	221	**(10)**	230	**(9)**	238	**(8)**
35	Paratransit Service Contracts	384	**(5)**	462	**(78)**	553	**(91)**	660	**(107)**	773	**(113)**
36	Maintenance and Other Operating Contracts	627	**(86)**	626	**2**	642	**(17)**	674	**(32)**	723	**(49)**
37	Professional Service Contracts	212	**(9)**	221	**(9)**	225	**(5)**	233	**(8)**	237	**(4)**
38	Materials & Supplies	574	**(62)**	590	**(16)**	626	**(36)**	652	**(25)**	679	**(28)**
39	Other Business Expenses	177	**13**	165	**11**	173	**(8)**	175	**(2)**	179	**(4)**
40	**Sub-total Non-Labor Expenses**	**$2,787**	**($152)**	**$2,932**	**($145)**	**$3,158**	**($226)**	**$3,405**	**($247)**	**$3,701**	**($296)**
41											
42	**Other Expense Adjustments:**										
43	Other	$16	**(34)**	$37	**(21)**	$35	**2**	$35	**(0)**	$36	**(0)**
44	General Reserve	50	**(50)**	100	**(50)**	100	**0**	100	**0**	100	**0**
45	**Sub-total Other Expense Adjustments**	**$66**	**($84)**	**$137**	**($71)**	**$135**	**$2**	**$135**	**($0)**	**$136**	**($0)**
46											
47	**Total Operating Expense before Non-Cash Liability Adjs.**	**$9,946**	**($396)**	**$10,501**	**($555)**	**$10,929**	**($429)**	**$11,518**	**($588)**	**$12,165**	**($647)**
48											
49	Depreciation	2,114	**(133)**	2,195	**(81)**	2,265	**(69)**	2,351	**(86)**	2,455	**(104)**
50	OPEB Obligation	1,241	**(74)**	1,256	**(15)**	1,284	**(28)**	1,312	**(28)**	1,347	**(35)**
51	Environmental Remediation	9	**10**	9	**(0)**	9	**(0)**	9	**(0)**	9	**(0)**
52											
53	**Total Operating Expense**	**$13,310**	**($593)**	**$13,961**	**($651)**	**$14,487**	**($526)**	**$15,190**	**($703)**	**$15,976**	**($787)**
54											
55	**Net Operating Deficit Before Subsidies and Debt Service**	**($6,318)**	**($96)**	**($6,882)**	**($564)**	**($7,317)**	**($435)**	**($7,896)**	**($578)**	**($8,561)**	**($665)**
56											
57	Dedicated Taxes and State/Local Subsidies	$5,154	**$314**	$5,545	**$391**	$5,806	**$261**	$6,066	**$259**	$6,248	**$183**
58	Debt Service (excludes Service Contract Bonds)	(1,987)	**(205)**	(2,168)	**(181)**	(2,305)	**(137)**	(2,448)	**(143)**	(2,570)	**(122)**
59											
60	**Net Deficit After Subsidies and Debt Service**	**($3,151)**	**$12**	**($3,504)**	**($353)**	**($3,816)**	**($312)**	**($4,278)**	**($462)**	**($4,882)**	**($605)**
61											
62											
63	Conversion to Cash Basis: Non-Cash Liability Adjs.	$3,363	**$197**	$3,460	**$97**	$3,558	**$98**	$3,672	**$114**	$3,811	**$139**
64	Conversion to Cash Basis: GASB Account	(38)	**29**	(59)	**(20)**	(63)	**(4)**	(66)	**(3)**	(68)	**(2)**
65	Conversion to Cash Basis: All Other	(252)	**(346)**	(245)	**7**	(283)	**(38)**	(357)	**(74)**	(415)	**(58)**
66	Net Cash Balance from Previous Year	30	**30**	0	**(30)**	0	**0**	0	**0**	0	**0**
67											
68	**Baseline Net Cash Balance**	**($48)**	**($78)**	**($347)**	**($299)**	**($604)**	**($256)**	**($1,029)**	**($425)**	**($1,555)**	**($526)**

Metropolitan Transportation Authority

July Financial Plan 2012-2015

Non-Recurring Revenues and Savings

($ in millions)

		2011 Mid-Year Forecast		2012 Preliminary Budget	2013 Plan	2014 Plan	2015 Plan
			Explanation	Explanation	Explanation	Explanation	Explanation
New York City Transit	**2011 Budget Reduction Program**	**$ 9.2**	Non-recurring Budget Reduction Program Savings in 2011. See Agency section for detail.	$ -	$ -	$ -	$ -
Long Island Rail Road	**2011 Budget Reduction Program**	**$ 2.9**	Non-recurring Budget Reduction Program Savings in 2011. See Agency section for detail.	$ -	$ -	$ -	$ -
Long Island Rail Road	**Air Rights**	**$ 3.0**	Through a formal RFP process, the MTA and LIRR have identified a property owner interested in purchasing real estate along the right of way.	$ -	$ -	$ -	$ -
Metro-North Railroad	**2011 Budget Reduction Program**	**$ 2.7**	East of Hudson service, West of Hudson service, and payroll savings from hiring delays.	$ -	$ -	$ -	$ -
MTA Headquarters	**2011 BRP - Operating/Capital Project Reduction**	**$ 1.1**	The Portable Radio Replacement project for all MTA Police was able to secure funding of $0.4 million from the Near Term Security Fund. The MTAPD C3 project utilized existing funding under the IESS Project umbrella of $0.7 million for computer equipment and configuration of the new equipment at the new C-3 location.	$ -	$ -	$ -	$ -
Bridges & Tunnels	**None**	$ -		$ -	$ -	$ -	$ -
MTA Bus	**None**	$ -		$ -	$ -	$ -	$ -
Long Island Bus	**None**	$ -		$ -	$ -	$ -	$ -
Staten Island Railway	**None**	$ -		$ -	$ -	$ -	$ -
MTA Capital Construction	**None**	$ -		$ -	$ -	$ -	$ -

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan 2012-2015

Operating Budget Reserves - Baseline

($ in millions)

	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
MTA General Reserve	$50.0	$100.0	$100.0	$100.0	$100.0
GASB Fund Reserve	$269.8	$406.2	$470.7	$538.7	$609.1

IV. MTA Capital Program Information

MTA New York City Transit
2011 Commitment Summary
All $ in Millions

ACEP	Project Description	2011 Commitments	MTA Funding	Federal Funding	Local Funding
2000-2004					
T41203FG	Charleston Depot Storm Water Sewer	$ 10.28	$ 10.28	**$ -**	**$ -**
	Element Total	**$ 10.28**	**$ 10.28**	**$ -**	**$ -**
2005-2009					
T50302/21	Purchase 60 Express Buses	$ 38.26	$ 13.70	$ -	$ 24.56
	Element Total	**$ 38.26**	**$ 13.70**	**$ -**	**$ 24.56**
T50414/03	Myrtle-wyckoff Intermodal Facility -signal Work	$ 0.68	$ 0.68	$ -	$ -
T50414/21	Station Component Repairs: Various Locs	$ 6.16	$ 6.16	$ -	$ -
	Element Total	**$ 6.84**	**$ 6.84**	**$ -**	**$ -**
T50803/23	CBTC Test Track Pilot/ Culver Line	$ 12.68	$ 12.68	$ -	$ -
	Element Total	**$ 12.68**	**$ 12.68**	**$ -**	**$ -**
T50806/15	PA/CIS: 44 Stations: Furnish & Install Cabinets	$ 9.76	$ 9.76	$ -	$ -
	Element Total	**$ 9.76**	**$ 9.76**	**$ -**	**$ -**
T50902/12	Substation Hatchways: 6 Locations	$ 5.62	$ 5.62	$ -	$ -
	Element Total	**$ 5.62**	**$ 5.62**	**$ -**	**$ -**
T50904/14	Cathodic Protection Manhole Relocation At Queensbridge Park	$ 3.45	$ 3.45	$ -	$ -
	Element Total	**$ 3.45**	**$ 3.45**	**$ -**	**$ -**
T51204/05	Bus Locator System	$ 29.59	$ 0.49	$ -	$ 29.10
T51204/19	Jamaica Depot Roof Repairs, Phase 1	$ 0.55	$ 0.55	$ -	$ -
T51204/20	Jamaica Depot Roof Repair, Phase 2	$ 0.55	$ 0.55	$ -	$ -
T51204/22	Chassis Wash Lift Replacement: Fresh Pond Depot	$ 0.55	$ 0.55	$ -	$ -
T51204/23	Chassis Wash Lift Replacement: Castleton Depot	$ 0.55	$ 0.55	$ -	$ -
T51204/24	Chassis Wash Lift Replacement: East New York Depot	$ 0.55	$ 0.55	$ -	$ -
	Element Total	**$ 32.34**	**$ 3.24**	**$ -**	**$ 29.10**
T51302/03	Work Train & Special Equipment: 2 Ballast Regulators	$ 7.00	$ 7.00	$ -	$ -
	Element Total	**$ 7.00**	**$ 7.00**	**$ -**	**$ -**
T51605/21	Materiel: Concrete Batch Plant Inspection	$ 0.06	$ 0.06	$ -	$ -
	Element Total	**$ 0.06**	**$ 0.06**	**$ -**	**$ -**
2010-2014					
S60701/01	Station Structural Repairs	$ 13.39	$ -	$ 13.39	$ -
S60701/02	Rehabilitation Of 8 Bridges, 1 Culvert	$ 26.49	$ -	$ 24.69	$ 1.80
	Element Total	**$ 39.88**	**$ -**	**$ 38.08**	**$ 1.80**
T60101/01	Purchase 123 A-division Subway Cars	$ 291.09	$ 291.09	$ -	$ -
T60101/02	Purchase 290 B-division Subway Cars	$ 637.77	$ 637.77	$ -	$ -
	Element Total	**$ 928.86**	**$ 928.86**	**$ -**	**$ -**
T60302/02	Purchase 328 Articulated Buses	$ 284.37	$ 284.37	$ -	$ -
T60302/03	Purchase 90 Express Buses	$ 55.46	$ 55.46	$ -	$ -
T60302/04	Purchase Vehicles: 336 Paratransit Vehicles	$ 25.13	$ 25.13	$ -	$ -
T60302/05	Purchase 171 Standard Buses	$ 133.10	$ 74.00	$ -	$ 59.10
T60302/06	Purchase 90 Articulated Buses	$ 78.08	$ 78.08	$ -	$ -
T60302/07	Purchase 99 Express Buses	$ 73.00	$ 73.00	$ -	$ -
T60302/08	Purchase 52 Paratransit Vans	$ 4.04	$ 4.04	$ -	$ -
T60302/20	Purchase 90 Standard Diesel Buses - Daimler Pilot	$ 46.18	$ 26.48	$ -	$ 19.70
T60302/21	Purchase 90 Standard Diesel Buses - New Flyer Pilot	$ 46.18	$ 26.48	$ -	$ 19.70
T60302/22	Purchase 104 Standard Buses	$ 80.95	$ 80.95	$ -	$ -
	Element Total	**$ 826.49**	**$ 727.99**	**$ -**	**$ 98.50**
T60404/01	AFC Replacement, Phase 2: Electronic Boards	$ 30.00	$ 30.00	$ -	$ -
T60404/02	Purchase/Install 41 High Entry-exit Turnstiles	$ 2.31	$ 2.31	$ -	$ -
	Element Total	**$ 32.31**	**$ 32.31**	**$ -**	**$ -**
T60407/01	Replace 3 Escalators - Southern Manhattan	$ 24.72	$ 24.72	$ -	$ -
T60407/03	Replace 2 Escalators Roosevelt Av / Qbl	$ 0.75	$ 0.75	$ -	$ -
	Element Total	**$ 25.47**	**$ 25.47**	**$ -**	**$ -**
T60412/02	Station Renewal: 5 Locations	$ 70.82	$ 0.00	$ 70.82	$ -
T60412/22	Brick Archer Repair: 168 Street & 181 Street / Broadway-7th Av	$ 38.00	$ 38.00	$ -	$ -
T60412/23	Station Component Repairs: 2011	$ 63.52	$ 63.52	$ -	$ -
T60412/24	Station Painting At Component Locations, Phase 1	$ 10.00	$ 10.00	$ -	$ -
T60412/25	Station Renewal: Central Avenue / Myrtle	$ 0.96	$ 0.96	$ -	$ -
T60412/26	Station Renewal: Seneca Avenue / Myrtle	$ 0.53	$ 0.53	$ -	$ -
T60412/27	Station Renewal: Forest Avenue / Myrtle	$ 0.54	$ 0.54	$ -	$ -

MTA New York City Transit
2011 Commitment Summary
All $ in Millions

ACEP	Project Description	2011 Commitments	MTA Funding	Federal Funding	Local Funding
T60412/28	Station Renewal: Knickerbocker Avenue / Myrtle	$ 0.81	$ 0.81	$ -	$ -
T60412/29	Station Renewal: Fresh Pond Road / Myrtle	$ 0.61	$ 0.61	$ -	$ -
	Element Total	**$ 185.78**	**$ 114.96**	**$ 70.82**	**$ -**
T60413/01	ADA: Forest Hills - 71 Av / Queens Blvd	$ 33.44	$ -	$ 33.44	$ -
T60413/04	Platform Gap Retrofit Phase 1 - 14 Stations	$ 0.19	$ 0.19	$ -	$ -
T60413/06	ADA: Kingsbridge Rd / Concourse	$ 29.06	$ 0.29	$ 28.76	$ -
T60413/07	ADA: 68 St-hunter College / Lexington	$ 0.96	$ -	$ 0.96	$ -
T60413/08	ADA: Utica Av / Fulton Line	$ 20.20	$ 20.20	$ -	$ -
T60413/09	ADA: Hunts Point Av / Pelham	$ 28.42	$ 2.63	$ 25.79	$ -
	Element Total	**$ 112.27**	**$ 23.32**	**$ 88.95**	**$ -**
T60414/01	Station Signage	$ 3.68	$ 3.68	$ -	$ -
T60414/03	Water Condition Remedy (2011)	$ 6.39	$ 6.39	$ -	$ -
T60414/05	Access Improvements: Grand Central / Lex	$ 0.52	$ 0.52	$ -	$ -
T60414/10	Platforms: 45 Rd-court House Sq/flushing	$ 22.07	$ 22.07	$ -	$ -
	Element Total	**$ 32.66**	**$ 32.66**	**$ -**	**$ -**
T60502/04	Mainline Track Replacement - 2011	$ 185.51	$ 27.59	$ 157.92	$ -
T60502/05	Track Force Account - 2011	$ 35.00	$ -	$ -	$ 35.00
T60502/06	Continuous Welded Rail - 2011	$ 4.48	$ 0.68	$ 3.80	$ -
T60502/07	Mainline Track Rehabilitation: 2012 DES	$ 0.97	$ 0.97	$ -	$ -
	Element Total	**$ 225.96**	**$ 29.24**	**$ 161.72**	**$ 35.00**
T60503/02	29 Mainline Switches - 2011	$ 40.29	$ 5.58	$ 34.71	$ -
T60503/03	Mainline Track Switches: - 2012 DES	$ 1.61	$ 1.61	$ -	$ -
	Element Total	**$ 41.90**	**$ 7.19**	**$ 34.71**	**$ -**
T60703/01	Flood Mitigation And Relieving Platform Rehab / 148 St Yard	$ 34.34	$ -	$ 34.34	$ -
T60703/03	Culver Viaduct Rehabilitation Phase 3 - Underside	$ 19.50	$ 19.50	$ -	$ -
T60703/14	Overcoating: Bway Junction - Cypress Hills / Jamaica	$ 2.20	$ 2.20	$ -	$ -
T60703/20	Trackway Stabilization / Franklin Shuttle	$ 27.80	$ 27.80	$ -	$ -
	Element Total	**$ 83.84**	**$ 49.50**	**$ 34.34**	**$ -**
T60803/01	Signal Control Modifications Phase 4	$ 25.79	$ 10.00	$ 15.79	$ -
T60803/04	Replace Solid State Signal Equipment - 5 Locs	$ 6.42	$ 6.42	$ -	$ -
T60803/05	CBTC Flushing: R-142 Conversions	$ 202.32	$ 202.32	$ -	$ -
T60803/07	Station Time (ST) Improvements, Ph 2 / Lex	$ 27.18	$ -	$ 27.18	$ -
T60803/08	Stop Cable Replacement Ph 4: Various Locations	$ 22.80	$ -	$ 22.80	$ -
T60803/11	CBTC Test Track, Phase 2 / Culver	$ 84.60	$ 84.60	$ -	$ -
	Element Total	**$ 369.11**	**$ 303.34**	**$ 65.77**	**$ -**
T60806/03	PRS: Time Domain Interference Solution	$ 10.15	$ 10.15	$ -	$ -
T60806/04	PA/CIS: 43 Stations: Install Cable	$ 65.96	$ 65.96	$ -	$ -
T60806/08	VHF Radio System Upgrade	$ 255.79	$ 255.79	$ -	$ -
T60806/09	Station Comm Room HVAC, Phase 2	$ 20.00	$ 20.00	$ -	$ -
T60806/17	Real Time Train Arrival Info: 'B' Division Phase I	$ 81.02	$ 81.02	$ -	$ -
	Element Total	**$ 432.92**	**$ 432.92**	**$ -**	**$ -**
T60902/03	Substation Hatchways: Phase 2 - 22 Loc	$ 14.45	$ -	$ 14.45	$ -
T60902/04	Cabling: Central Substation / 6th Av	$ 8.27	$ 8.27	$ -	$ -
	Element Total	**$ 22.72**	**$ 8.27**	**$ 14.45**	**$ -**
T60904/02	CBH #292/293 Albermarle Rd / Nostrand	$ 6.98	$ 6.98	$ -	$ -
T60904/06	CBH #146 Prospect Park / Brighton	$ 0.40	$ 0.40	$ -	$ -
	Element Total	**$ 7.38**	**$ 7.38**	**$ -**	**$ -**
T61004/05	East New York Maintenance Shop: Ventilation Improvements	$ 7.78	$ -	$ 7.78	$ -
T61004/06	Power Centers 2&3: CI Oh Shop	$ 13.71	$ -	$ 13.71	$ -
T61004/12	Yard Track - 2011	$ 2.94	$ 0.33	$ 2.61	$ -
T61004/13	Yard Track Rehabilitation: - 2012 DES	$ 0.08	$ 0.08	$ -	$ -
T61004/18	Yard Switches - 2011	$ 3.54	$ 0.88	$ 2.66	$ -
T61004/19	Yard Switches: - 2012 DES	$ 0.27	$ 0.27	$ -	$ -
	Element Total	**$ 28.32**	**$ 1.56**	**$ 26.76**	**$ -**
T61204/02	BRT - Bus Rapid Transit 2010-2011	$ 10.00	$ 10.00	$ -	$ -
T61204/05	Intelligent Vehicle Network	$ 2.60	$ 2.60	$ -	$ -
T61204/18	Bus Lane Enforcement Cameras, Phase 1	$ 2.70	$ 2.70	$ -	$ -
T61204/20	Jamaica Bus Terminal Reconfiguration	$ 3.40	$ 3.40	$ -	$ -
	Element Total	**$ 18.70**	**$ 18.70**	**$ -**	**$ -**

MTA New York City Transit
2011 Commitment Summary
All $ in Millions

ACEP	Project Description	2011 Commitments	MTA Funding	Federal Funding	Local Funding
T61302/01	Purchase 110 Non-revenue Vehicles	$ 13.20	$ 13.20	$ -	$ -
T61302/03	Purchase 8 Auger-type Snow throwers	$ 8.78	$ 8.78	$ -	$ -
	Element Total	**$ 21.98**	**$ 21.98**	**$ -**	**$ -**
T61602/02	Capital Revolving Fund - 2011	$ 5.00	$ -	$ -	$ 5.00
	Element Total	**$ 5.00**	**$ -**	**$ -**	**$ 5.00**
T61604/03	Enterprise Security Network Infrastructure	$ 10.39	$ 10.39	$ -	$ -
	Element Total	**$ 10.39**	**$ 10.39**	**$ -**	**$ -**
T61605/01	Boring Services: Bklyn, Qns, SI	$ 2.28	$ 2.28	$ -	$ -
T61605/02	Boring Services: Manhattan & Bronx	$ 1.92	$ 1.92	$ -	$ -
T61605/03	Test Pits Contract	$ 4.95	$ 4.95	$ -	$ -
T61605/07	Capital Program Management: Engineering Services: 2011	$ 3.60	$ 3.60	$ -	$ -
T61605/09	2011 Scope Development	$ 8.00	$ 8.00	$ -	$ -
	Element Total	**$ 20.75**	**$ 20.75**	**$ -**	**$ -**
T61606/01	Asbestos Abatement: Priority 7	$ 3.03	$ 3.03	$ -	$ -
T61606/04	Asbestos Abatement Disposal	$ 2.52	$ 2.52	$ -	$ -
T61606/05	Sprinkler & Alarm Systems: Phase 1	$ 1.08	$ 1.08	$ -	$ -
T61606/07	Groundwater And Soil Remediation (2011)	$ 6.50	$ 6.50	$ -	$ -
T61606/08	Groundwater And Soil Remediation Consultant (2011)	$ 6.00	$ 6.00	$ -	$ -
	Element Total	**$ 19.13**	**$ 19.13**	**$ -**	**$ -**
T61607/03	RTO Master Tower Hardening	$ 4.60	$ 4.60	$ -	$ -
T61607/07	Perimeter Hardening: Rcc & 130 Livingston Plz	$ 12.00	$ -	$ 12.00	$ -
T61607/13	Consolidated Employee Facilities:207 Street / 8th Avenue	$ 8.66	$ 8.66	$ -	$ -
	Element Total	**$ 25.26**	**$ 13.26**	**$ 12.00**	**$ -**
	New York City Transit 2011 Commitment Total	**$ 3,643.35**	**$ 2,901.78**	**$ 547.60**	**$ 193.97**

MTA Bus Company
2011 Commitment Summary
All $ in Millions

ACEP	Project Description	2011 Commitments	MTA Funding	Federal Funding	Local Funding
2005-2009					
U50302/02	College Point Building Annex	$ 3.00	**$ -**	$ 2.40	$ 0.60
U50302/04	Elec. Upgrd/Emer Gens 6 Depots	$ 9.62	**$ -**	$ 7.70	$ 1.92
U50302/05	Relocate Tanks/Washer- Eastchester	$ 10.00	**$ -**	$ 8.00	$ 2.00
U50302/10	Security Upgrade- CP ECH YONKERS	$ 2.83	**$ -**	$ 2.26	$ 0.57
U50302/14	Roof and Ventilation JFK	$ 9.54	**$ -**	$ 7.63	$ 1.91
U50302/15	Fueling Lane and Bus Washer LG	$ 6.73	**$ -**	$ 5.38	$ 1.35
U50302/16	Additional Fuel Capacity BP JFK, LG	$ 8.69	**$ -**	$ 6.96	$ 1.74
U50302/17	Fire Protection JFK LG BP ECH	$ 11.83	**$ -**	$ 9.46	$ 2.37
U50302/18	Security Upgrade 5 locs.	$ 7.50	**$ -**	$ 6.00	$ 1.50
U50302/19	Service Vehicles	$ 4.00	**$ -**	$ 3.20	$ 0.80
U50302/20	Depot Equipment	$ 7.16	**$ -**	$ 5.73	$ 1.43
	Element Total	**$ 80.91**	**$ -**	**$ 64.73**	**$ 16.18**
2010-2014					
U60302/15	Purchase 83 Standard Buses	$ 50.90	$ 50.90	$ -	$ -
U60302/16	Purchase 64 Standard Buses	$ 46.30	$ 3.97	$ 33.86	$ 8.47
	Element Total	**$ 97.20**	**$ 54.87**	**$ 33.86**	**$ 8.47**
	MTA Bus Company 2011 Commitment Total	**$ 178.11**	**$ 54.87**	**$ 98.59**	**$ 24.65**

MTA Long Island Rail Road
2011 Commitment Summary
All $ in Millions

ACEP	Project Description	2011 Commitments	MTA Funding	Federal Funding	Local Funding
1992-1999					
L30209EC	Little Neck Station Platform Improvements	$0.53	$0.53	$0.00	$0.00
	Element Total	**$0.53**	**$0.53**	**$0.00**	**$0.00**
2000-2004					
L4020424	Atlantic Terminal	$0.31	$0.31	$0.00	$0.00
	Element Total	**$0.31**	**$0.31**	**$0.00**	**$0.00**
2005-2009					
L5020428	Forest Hills Station-Ramp	$1.97	$1.97	$0.00	$0.00
L502042D	New Elevators-Queen Village St	$7.03	$7.03	$0.00	$0.00
	Element Total	**$9.00**	**$9.00**	**$0.00**	**$0.00**
L50401B2	Bridge Painting	$1.15	$1.15	$0.00	$0.00
L50401B8	Queens Blvd Bridge Rehabilitation	$22.10	$10.16	$11.94	
	Element Total	**$23.25**	**$11.31**	**$11.94**	**$0.00**
L50402VA	ERT Fire & Life Safety	$0.87	$0.87	$0.00	$0.00
	Element Total	**$0.87**	**$0.87**	**$0.00**	**$0.00**
L50502SC	CTC-Traction Power-SCADA	$2.33	$2.33	$0.00	$0.00
	Element Total	**$2.33**	**$2.33**	**$0.00**	**$0.00**
L506016Y	LCM-Shop Design and Construction	$0.04	$0.04	$0.00	$0.00
	Element Total	**$0.04**	**$0.04**	**$0.00**	**$0.00**
L50701PG	Replace 3 Substations	$0.46	$0.46	$0.00	$0.00
	Element Total	**$0.46**	**$0.46**	**$0.00**	**$0.00**
L509048A	Substations Environmental Reme	$2.50	$2.50	$0.00	$0.00
L509048K	Morris Park Environmental Stud	$0.25	$0.25	$0.00	$0.00
L50904OP	Program Development	$1.05	$1.05	$0.00	$0.00
	Element Total	**$3.80**	**$3.80**	**$0.00**	**$0.00**
2010-2014					
L60204UB	Massapequa Station Platform Replacement	$0.85	$0.85	$0.00	$0.00
L60204UC	Wantagh Station Platform Replacement	$1.19	$0.96	$0.24	
L60204UH	Elevator Replacement Program	$0.35	$0.35	$0.00	$0.00
	Element Total	**$2.40**	**$2.16**	**$0.24**	**$0.00**
L60301TB	2011 Annual Track Program	$55.10	$0.00	$55.10	
L60301TF	Construction Equipment	$0.66	$0.66	$0.00	$0.00
L60301TJ	Right of Way - Culverts	$1.00	$1.00	$0.00	$0.00
L60301TK	Right of Way - Drainage Control	$1.40	$1.40	$0.00	$0.00
L60301TL	Right of Way - Fencing	$1.60	$0.32	$1.28	
	Element Total	**$59.76**	**$3.38**	**$56.38**	**$0.00**
L60301TN	Right of Way - Track Stability / Retaining Walls	$0.48	$0.48	$0.00	$0.00
	Element Total	**$0.48**	**$0.48**	**$0.00**	**$0.00**
L60304TV	Massapequa Pocket Track	$1.93	$0.39	$1.54	
L60401BE	Construct Three Montauk Branch Bridges	$24.97	$0.00	$24.97	$0.00
L60401BF	Atlantic Avenue Viaduct - Phase Iib	$1.18	$1.18	$0.00	$0.00
	Element Total	**$28.08**	**$1.57**	**$26.51**	**$0.00**
L60501L2	PrivateBranchExchange-Wayside Phone Rplcmt Phase 1	$1.73	$1.73	$0.00	$0.00
L60501L3	Communication Pole / Copper Plant Replacement	$2.80	$0.00	$2.80	
L60501L4	Radio Coverage Improvements	$2.06	$2.06	$0.00	$0.00
L60501L7	Atlantic Avenue Tunnel Cable Replacement	$0.33	$0.33	$0.00	$0.00
	Element Total	**$6.93**	**$4.13**	**$2.80**	**$0.00**
L60502LA	Positive Train Control (PTC)	$1.50	$1.50	$0.00	$0.00
L60502LC	Speonk to Montauk Signalization	$2.90	$0.00	$2.90	
L60502LE	Supervisory Control & Remote Terminal Unit	$0.87	$0.87	$0.00	$0.00
	Element Total	**$5.27**	**$2.37**	**$2.90**	**$0.00**
L60601YA	Shop Reconfig& Reliability Centered Maint Infrastr	$9.45	$9.45	$0.00	$0.00
	Element Total	**$9.45**	**$9.45**	**$0.00**	**$0.00**

MTA Long Island Rail Road
2011 Commitment Summary
All $ in Millions

ACEP	Project Description	2011 Commitments	MTA Funding	Federal Funding	Local Funding
L60701AA	Substation Replacements	$0.95	$0.00	$0.95	
	Element Total	**$0.95**	**$0.00**	**$0.95**	**$0.00**
L60904N3	Chlordane Remediation - 20 Substations	$0.56	$0.56	$0.00	$0.00
L60904NA	Program Administration	$24.12	$24.12	$0.00	$0.00
L60904NC	Insurance	$0.17	$0.17	$0.00	$0.00
	Element Total	**$24.85**	**$24.85**	**$0.00**	**$0.00**
	Long Island Rail Road 2011 Commitment Total	**$178.74**	**$77.02**	**$101.72**	**$0.00**

MTA Metro-North Railroad
2011 Commitment Summary
All $ in Millions

ACEP	Project Description	2011 Commitments	MTA Funding	Federal Funding	Local Funding
2000-2004					
M4020313	North White Plains Parking - EIS	$ 2.90	$ -	$ 2.90	$ -
	Element Total	**$ 2.90**	**$ -**	**$ 2.90**	**$ -**
M4030203	Purchase MoW Equipment	$ 1.60	$ 1.60	$ -	$ -
	Element Total	**$ 1.60**	**$ 1.60**	**$ -**	**$ -**
N4090527	Port JervisYard & Station Improvements	$ 1.07	$ 1.07	$ -	$ -
	Element Total	**$ 1.07**	**$ 1.07**	**$ -**	**$ -**
2005-2009					
M5010107	M-8 NHL Purchase - 210+90 Cars MN Share	$ 4.89	$ 4.89	$ -	$ -
M5010112	Rolling Stock Signals (PTC)	$ 4.34	$ 4.34	$ -	$ -
	Element Total	**$ 9.23**	**$ 9.23**	**$ -**	**$ -**
M5020102	GCT Leaks Remediation	$ 1.05	$ 1.05	$ -	$ -
M5020108	GCT Water Conveyance Utilities Improvements	$ 2.28	$ 2.28	$ -	$ -
M5020110	GCT Trainshed Block Restoration	$ 0.09	$ 0.09	$ -	$ -
	Element Total	**$ 3.42**	**$ 3.42**	**$ -**	**$ -**
M5020202	Croton Harmon/Peekskill Station Improvements	$ 0.06	$ 0.06	$ -	$ -
M5020203	Poughkeepsie Station Building	$ 0.44	$ -	$ 0.44	$ -
M5020206	Station Building Rehabilitation	$ 1.85	$ 0.37	$ 1.48	$ -
M5020209	Bronx Stations/Capacity Improvements	$ 3.36	$ 0.98	$ 2.37	$ -
M5020210	Smart Cards	$ 2.78	$ 2.78	$ -	$ -
	Element Total	**$ 8.49**	**$ 4.19**	**$ 4.30**	**$ -**
M5020303	Cortlandt Parking & Access Improvements	$ 0.20	$ 0.20	$ -	$ -
	Element Total	**$ 0.20**	**$ 0.20**	**$ -**	**$ -**
M5029901	Tarrytown Station Improvement	$ 0.49	$ -	$ 0.49	
	Element Total	**$ 0.49**	**$ -**	**$ 0.49**	**$ -**
M5030206	Overhead Bridge Program-East of Hudson (MNR Share)	$ 2.11	$ 2.11	$ -	$ -
	Element Total	**$ 2.11**	**$ 2.11**	**$ -**	**$ -**
M5040118	Positive Train Control (PTC)	$ 1.00	$ 1.00	$ -	$ -
	Element Total	**$ 1.00**	**$ 1.00**	**$ -**	**$ -**
M5050101	Substation Bridge 23	$ 6.50	$ 6.50	$ -	$ -
M5050108	Harlem and Hudson Lines Power Improvements	$ 0.92	$ 0.92	$ -	$ -
M5050111	Renewal Harlem & Hudson Substations - Construction	$ 11.10	$ 11.10	$ -	$ -
	Element Total	**$ 18.52**	**$ 18.52**	**$ -**	**$ -**
M5060103	Harmon Shop Replacement (Master Plan)	$ 3.24	$ 3.24	$ -	$ -
M5060107	Shops and Yards Miscellaneous Environmental Improvements	$ 0.59	$ 0.59	$ -	$ -
	Element Total	**$ 3.83**	**$ 3.83**	**$ -**	**$ -**
M5080109	Customer and Employee Communications Projects	$ 2.10	$ 2.10	$ -	$ -
	Element Total	**$ 2.10**	**$ 2.10**	**$ -**	**$ -**
2010-2014					
M6010101	EMU Replacement/Repair	$ 24.97	$ 24.97	$ -	$ -
M6010102	M-8 New Haven Line Purchase	$ 220.50	$ 220.50	$ -	$ -
	Element Total	**$ 245.47**	**$ 245.47**	**$ -**	**$ -**
M6020101	GCT Trainshed/Tunnel Structure	$ 8.50	$ 8.50	$ -	$ -
M6020102	Park Avenue Tunnel Renewal	$ 7.50	$ 7.50	$ -	$ -
	Element Total	**$ 16.00**	**$ 16.00**	**$ -**	**$ -**
M6020202	Fordham Station Improvements	$ 11.31	$ 5.31	$ 6.00	$ -
M6020206	New Haven Line Station Phase II	$ 33.19	$ 8.19	$ 25.00	$ -
M6020207	Smart Card Improvements	$ 4.38	$ 4.38	$ -	$ -
M6020208	Customer Communications/Connectivity Improvements	$ 5.37	$ 5.37	$ -	$ -
	Element Total	**$ 54.25**	**$ 23.25**	**$ 31.00**	**$ -**
M6020302	Strategic Facilities	$ 2.55	$ 2.45	$ 0.10	$ -
	Element Total	**$ 2.55**	**$ 2.45**	**$ 0.10**	**$ -**

MTA Metro-North Railroad
2011 Commitment Summary
All $ in Millions

ACEP	Project Description	2011 Commitments	MTA Funding	Federal Funding	Local Funding
M6030102	Turnouts - Mainline/High Speed	$ 14.70	$ -	$ 14.70	$ -
M6030103	GCT Turnouts/Switch Renewal	$ 1.24	$ -	$ 1.24	$ -
M6030104	Turnouts - Yards/Sidings	$ 1.21	$ -	$ 1.21	$ -
M6030105	M o f W Equipment/RS	$ 4.00	$ 4.00	$ -	$ -
M6030106	Cyclical Repl. Insulated Joint	$ 0.96	$ 0.46	$ 0.50	$ -
M6030107	Rock Slope Remediation	$ 1.63	$ 1.63	$ -	$ -
M6030109	Rebuild Retaining Walls	$ 4.85	$ 4.85	$ -	$ -
M6030111	2011 Cyclical Track Program	$ 13.00	$ 3.00	$ 10.00	$ -
	Element Total	**$ 41.58**	**$ 13.94**	**$ 27.64**	**$ -**
M6030201	Replace Timbers Undergrade Bridges	$ 1.35	$ 0.45	$ 0.90	$ -
M6030202	Rehab Culverts/Railtop Culvert	$ 0.56	$ -	$ 0.56	$ -
M6030203	Right of Way Fencing	$ 0.14	$ 0.14	$ -	$ -
M6030204	DC Substation/Signal House	$ 0.33	$ 0.33	$ -	$ -
M6030205	Bridge Walkways Installation	$ 0.38	$ 0.38	$ -	$ -
M6030206	Remove Obsolete Facilities	$ 0.48	$ 0.48	$ -	$ -
M6030207	Specialized Structure Equipment	$ 0.92	$ 0.92	$ -	$ -
M6030209	Employee Welfare and Storage Facility	$ 3.00	$ 3.00	$ -	$ -
M6030210	Replace/Repair Undergrade Bridges Program	$ 7.22	$ 7.22	$ -	$ -
M6030211	Harlem River Lift Bridge Cable	$ 10.10	$ 2.10	$ 8.00	$ -
M6030212	Overhead Bridge Program - E of H	$ 1.95	$ 1.95	$ -	$ -
M6030213	Catenary Painting/Rehabilitate Catenary Structures	$ 0.50	$ 0.50	$ -	$ -
M6030214	Park Avenue Viaduct Direct Fixation	$ 1.80	$ 1.80	$ -	$ -
	Element Total	**$ 28.73**	**$ 19.27**	**$ 9.46**	**$ -**
M6030301	West of Hudson Track Program	$ 4.23	$ 4.23	$ -	$ -
M6030302	West of Hudson Improvements	$ 0.75	$ 0.75	$ -	$ -
M6030303	Moodna/Woodbury Viaduct	$ 6.32	$ 0.82	$ 5.50	$ -
M6030305	West of Hudson Replace/Renew Undergrade Bridges	$ 2.10	$ 2.10	$ -	$ -
	Element Total	**$ 13.40**	**$ 7.90**	**$ 5.50**	**$ -**
M6040101	Positive Train Control	$ 26.96	$ 26.96	$ -	$ -
M6040102	West of Hudson Signal Improvements	$ 64.38	$ 33.99	$ 30.39	$ -
M6040103	Replace Fiber/Communication & Signals Cables	$ 0.85	$ 0.85	$ -	$ -
M6040104	Replace Field code System - Mott Haven	$ 0.88	$ 0.88	$ -	$ -
M6040105	Crossing Upgrades - Phase 2	$ 0.49	$ 0.49	$ -	$ -
M6040106	Centralized Train Control/SCADA Intrusion Testing	$ 0.37	$ 0.37	$ -	$ -
M6040107	Refurbish/Replace Electrical Switch Machine	$ 0.10	$ 0.10	$ -	$ -
M6040108	Design/Replace Harlem and Hudson Track Relays	$ 0.60	$ 0.60	$ -	$ -
M6040109	Replace High Cycle Relays	$ 0.12	$ 0.12	$ -	$ -
M6040110	Communication & Signals Maintenance Mgmt System	$ 0.78	$ 0.78	$ -	$ -
M6040111	PBX Equipment Upgrade	$ 1.37	$ 1.37	$ -	$ -
M6040113	Rolling Stock Radios and PA Equipment	$ 0.05	$ 0.05	$ -	$ -
M6040114	Radio Base Station Replacement	$ 0.46	$ 0.46	$ -	$ -
M6040116	Radio Frequency Rebanding	$ 1.58	$ 1.58	$ -	$ -
	Element Total	**$ 98.97**	**$ 68.58**	**$ 30.39**	**$ -**
M6050101	Substation Bridge 23 - Construction	$ 24.90	$ 24.90	$ -	$ -
M6050102	Renewal Harlem & Hudson Substations - Construction	$ 7.50	$ 7.50	$ -	$ -
M6050105	Replace Substation Batteries	$ 0.40	$ 0.40	$ -	$ -
M6050107	Harlem River Lift Bridge Breaker Houses/Controls	$ 13.00	$ 2.00	$ 11.00	$ -
M6050108	Replace 3rd Rail Sectionalizing Switches	$ 1.26	$ 0.30	$ 0.96	$ -
M6050109	Replace 3rd Rail Brackets - Park Avenue Tunnel	$ 6.00	$ 6.00	$ -	$ -
	Element Total	**$ 53.06**	**$ 41.10**	**$ 11.96**	**$ -**
M6060101	Harmon Shop Improvements	$ 25.51	$ -	$ 25.51	$ -
M6060103	Other Shops/Yards Renewal	$ 9.30	$ 9.30	$ -	$ -
	Element Total	**$ 34.81**	**$ 9.30**	**$ 25.51**	**$ -**

MTA Metro-North Railroad
2011 Commitment Summary
All $ in Millions

ACEP	Project Description	2011 Commitments	MTA Funding	Federal Funding	Local Funding
M6080101	Systemwide Lead/Asbestos Abatement	$ 1.00	$ 1.00	$ -	$ -
M6080102	Environmental Remediation	$ 0.40	$ 0.40	$ -	$ -
M6080103	Railroad Protective Liability	$ 1.64	$ 1.64	$ -	$ -
M6080106	Program Administration	$ 8.50	$ 8.50	$ -	$ -
M6080107	Program Scope Development	$ 2.32	$ 2.32	$ -	$ -
	Element Total	**$ 13.86**	**$ 13.86**	**$ -**	**$ -**

Metro-North Railroad 2011 Commitment Total	**$ 657.62**	**$ 508.39**	**$ 149.23**	**$ -**

Bridges & Tunnels
2011 Commitment Summary
$ in Millions

ACEP	Project Description	2011 Commitments	MTA Funding	Federal Funding	Local Funding
2005-2009					
D402BB28	Rehab Tunnel Walls Rdway & Dra	$ 1.89	$ 1.89	$ -	$ -
	Element Total	**$ 1.89**	**$ 1.89**	**$ -**	**$ -**
D501TN85	Suspended Span Cable Rewrap	$ 42.10	$ 42.10	$ -	$ -
	Element Total	**$ 42.10**	**$ 42.10**	**$ -**	**$ -**
D502TB64	Replace Deck-RI Viaduct	$ 1.23	$ 1.23	$ -	$ -
	Element Total	**$ 1.23**	**$ 1.23**	**$ -**	**$ -**
D502TN50	Replace Concrete Deck	$ 0.17	$ 0.17	$ -	$ -
	Element Total	**$ 0.17**	**$ 0.17**	**$ -**	**$ -**
D502VN80	Rehab Decks on Suspended Spans	$ 0.21	$ 0.21	$ -	$ -
	Element Total	**$ 0.21**	**$ 0.21**	**$ -**	**$ -**
D504AW80	Variable Message Signs	$ 0.02	$ 0.02	$ -	$ -
	Element Total	**$ 0.02**	**$ 0.02**	**$ -**	**$ -**
D505QM01	Service & FE Building Rehab	$ 0.25	$ 0.25	$ -	$ -
	Element Total	**$ 0.25**	**$ 0.25**	**$ -**	**$ -**
D505TB57	Tenant Relocation/New Bldg II	$ 0.36	$ 0.36	$ -	$ -
	Element Total	**$ 0.36**	**$ 0.36**	**$ -**	**$ -**
D601AW98	Feasibility Study:BBT/QMT Improve/Modernize	$ 2.26	$ 2.26	$ -	$ -
	Element Total	**$ 2.26**	**$ 2.26**	**$ -**	**$ -**
2010-2014					
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	$ 0.05	$ 0.05	$ -	$ -
	Element Total	**$ 0.05**	**$ 0.05**	**$ -**	**$ -**
D601BW07	Tower and Pier Fender Protection	$ 0.05	$ 0.05	$ -	$ -
D601BW14	Miscellaneous Structural Rehabilitation	$ 0.05	$ 0.05	$ -	$ -
D601BW97	Concrete Anchorage Repairs	$ 0.05	$ 0.05	$ -	$ -
	Element Total	**$ 0.15**	**$ 0.15**	**$ -**	**$ -**
D601HH07	Structural Rehabilitation - Phase I	$ 0.05	$ 0.05	$ -	$ -
D601HH81	Replace Lower Level South Approach	$ 0.05	$ 0.05	$ -	$ -
	Element Total	**$ 0.10**	**$ 0.10**	**$ -**	**$ -**
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	$ 3.30	$ 3.30	$ -	$ -
	Element Total	**$ 3.30**	**$ 3.30**	**$ -**	**$ -**
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	$ 2.56	$ 2.56	$ -	$ -
	Element Total	**$ 2.56**	**$ 2.56**	**$ -**	**$ -**
D601TN52	Miscellaneous Structural Rehabilitation	$ 5.51	$ 5.51	$ -	$ -
D601TN60	Anchorage Dehumidification	$ 0.05	$ 0.05	$ -	$ -
	Element Total	**$ 5.56**	**$ 5.56**	**$ -**	**$ -**
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	$ 0.05	$ 0.05	$ -	$ -
	Element Total	**$ 0.05**	**$ 0.05**	**$ -**	**$ -**
D602BB54	Replacement Brooklyn Plaza Structural Slab	$ 0.05	$ 0.05	$ -	$ -
	Element Total	**$ 0.05**	**$ 0.05**	**$ -**	**$ -**
D602BW89	Deck Replacement - Elevated and On Grade Approach	$ 265.52	$ 265.52	$ -	$ -
	Element Total	**$ 265.52**	**$ 265.52**	**$ -**	**$ -**
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	$ 1.44	$ 1.44	$ -	$ -
	Element Total	**$ 1.44**	**$ 1.44**	**$ -**	**$ -**
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	$ 54.83	$ 54.83	$ -	$ -
D602RK74	Replace T-48 Wearing Surface	$ 10.81	$ 10.81	$ -	$ -
D602RK75	Interim Repairs - Toll Plaza Deck	$ 5.69	$ 5.69	$ -	$ -
	Element Total	**$ 71.33**	**$ 71.33**	**$ -**	**$ -**
D602TN49	Suspended Span Replacement - Phase A	$ 11.81	$ 11.81	$ -	$ -
D602TN82	Rehabilitate Orthotropic Deck - Phase B	$ 44.36	$ 44.36	$ -	$ -
	Element Total	**$ 56.17**	**$ 56.17**	**$ -**	**$ -**
D602VN03	Toll Plaza - East & West Bound Ramps Improvements	$ 94.89	$ 94.89	$ -	$ -
D602VN80	Replace Upper Level Suspended Span	$ 0.05	$ 0.05	$ -	$ -
	Element Total	**$ 94.94**	**$ 94.94**	**$ -**	**$ -**

Bridges & Tunnels
2011 Commitment Summary
$ in Millions

ACEP	Project Description	2011 Commitments	MTA Funding	Federal Funding	Local Funding
D603AW35	Weather Information Systems	$ 0.05	$ 0.05	$ -	$ -
D603AW36	Installation of CCTV / Fiber Optic Cable	$ 0.05	$ 0.05	$ -	$ -
D603AW48	2nd Generation E-Zpass In-Lane	$ 0.88	$ 0.88	$ -	$ -
D603AW50	Wireless Communications	$ 0.05	$ 0.05	$ -	$ -
D603AW52	Advanced Traffic Detection / Management System	$ 0.05	$ 0.05	$ -	$ -
D603AW54	Regional Integration	$ 0.05	$ 0.05	$ -	$ -
D603AW57	Advanced Traffic Management Systems	$ 0.05	$ 0.05	$ -	$ -
	Element Total	**$ 1.18**	**$ 1.18**	$ -	$ -
D604AW80	Advanced Traveler Infomation Systems	$ 0.12	$ 0.12	$ -	$ -
	Element Total	**$ 0.12**	**$ 0.12**	$ -	$ -
D604BB45	Replace Electrical Switchgear & Equipment	$ 0.50	$ 0.50	$ -	$ -
	Element Total	**$ 0.50**	**$ 0.50**	$ -	$ -
D604BW15	Necklace Lighting	$ 0.39	$ 0.39	$ -	$ -
	Element Total	**$ 0.39**	**$ 0.39**	$ -	$ -
D604MP03	Programmable Logic Controller & Mechanical Rehab.	$ 3.78	$ 3.78	$ -	$ -
	Element Total	**$ 3.78**	**$ 3.78**	$ -	$ -
D604QM30	Tunnel Ventilation Building Electrical Upgrade	$ 0.05	$ 0.05	$ -	$ -
	Element Total	**$ 0.05**	**$ 0.05**	$ -	$ -
D605BB21	Service Building Rehabilitation	$ 0.40	$ 0.40	$ -	$ -
	Element Total	**$ 0.40**	**$ 0.40**	$ -	$ -
D606AW18	Protective Liability Insurance	$ 0.78	$ 0.78	$ -	$ -
D606AW21	Program Administration	$ 3.20	$ 3.20	$ -	$ -
D606AW22	Miscellaneous	$ 0.06	$ 0.06	$ -	$ -
D606AW28	Scope Development	$ 0.49	$ 0.49	$ -	$ -
	Element Total	**$ 4.53**	**$ 4.53**	$ -	$ -
D607MP21	Paint - Rockaway Point Overpass	$ 0.03	$ 0.03	$ -	$ -
	Element Total	**$ 0.03**	**$ 0.03**	$ -	$ -
D607TN82	Paint - Bronx and Queens Approach Spans	$ 56.15	$ 56.15	$ -	$ -
D607TN85	Steel Repairs - Suspended Span	$ 4.51	$ 4.51	$ -	$ -
	Element Total	**$ 60.66**	**$ 60.66**	$ -	$ -
	MTA Bridges and Tunnels 2011 Commitment Total	**$ 621.34**	**$ 621.34**	$ -	$ -

MTA Police Department
2011 Commitment Summary
$ in Millions

ACEP	Project Description	2011 Commiments	MTA Funding	Federal Funding	Local Funding
2005-2009					
N5100104	K9 Facility Design	$ 0.75	$ 0.75	$ -	$ -
N5100109	Public Safety Radio - 30% Design	$ 0.55	$ 0.55	$ -	$ -
	Element Total	**$ 1.30**	**$ 1.30**	**$ -**	**$ -**

MTA Police Department 2011 Commitment Total	**$ 1.30**	**$ 1.30**	**$ -**	**$ -**

MTA Capital Construction Company
2011 Commitment Summary
$ in millions

ACEP	Project Description	2010 Commitments	MTA Funding	Federal Funding	Local Funding
2000-2004					
G4090126	Harold Structures (Part 2A)	$4.20	$2.81	$1.39	$0.00
	Element Total	**$4.20**	**$2.81**	**$1.39**	**$0.00**
G4100106	SAS Tunnels 92 St-62 St	$0.19	$0.19	$0.00	$0.00
	Element Total	**$0.19**	**$0.19**	**$0.00**	**$0.00**
G4120101	FSTC Project-Wide Control	$0.01	$0.00	$0.01	$0.00
G4120106	FSTC 4B- A/C Mezzanine, J/M/Z	$0.60	$0.00	$0.60	$0.00
G4120108	FSTC 4G-Corbin Bldg Restoration	$0.14	$0.00	$0.14	$0.00
G4120114	FSTC 4C/D-4/5 Rehab - Dey St Headhouse	$0.20	$0.00	$0.20	$0.00
G4120115	FSTC 4E-Dey St Conc Finishes	$0.06	$0.00	$0.06	$0.00
	Element Total	**$1.01**	**$0.00**	**$1.01**	**$0.00**
G4120204	SoFe Landscaping	$0.20	$0.00	$0.00	$0.20
	Element Total	**$0.20**	**$0.00**	**$0.00**	**$0.20**
G4140201	LIRR Security Projs:Infra&Facs	$0.29	$0.29	$0.00	$0.00
G4140203	Penn Stn LIRR/NYCT Sec/Harden	$1.31	$1.31	$0.00	$0.00
G4140204	East River Tunnels - Security	$1.19	$1.19	$0.00	$0.00
	Element Total	**$2.79**	**$2.79**	**$0.00**	**$0.00**
G4140301	MNR Security Projs:Infra&Facs	$0.48	$0.48	$0.00	$0.00
G4140302	Grnd Cntrl Security/Hardening	$0.60	$0.60	$0.00	$0.00
	Element Total	**$1.08**	**$1.08**	**$0.00**	**$0.00**
G4140403	63 St Tun Security & Hardening	$0.48	$0.12	$0.36	$0.00
G4140404	Times Square - Security	$0.09	$0.09	$0.00	$0.00
G4140412	04ODP - RollUp Doors - Depots	$0.96	$0.96	$0.00	$0.00
G4140417	CCTV Installation on Buses	$2.40	$2.40	$0.00	$0.00
	Element Total	**$3.92**	**$3.57**	**$0.36**	**$0.00**
2005-2009					
G5090102	EIS & Engineering (GEC)	$10.00	$6.70	$3.30	$0.00
G5090109	Real Estate	$67.83	$45.45	$22.38	$0.00
G5090116	General Conditions	$6.17	$4.13	$2.04	$0.00
G5090118	Harold Interlocking Stage 1-4	$11.32	$7.58	$3.74	$0.00
G5090121	Force Account Warehouse	$8.15	$8.15	$0.00	$0.00
G5090126	Expansion Joints	$9.88	$9.88	$0.00	$0.00
G5090131	GCT Concrse & Cavern Finishes	$30.00	$20.10	$9.90	
G5090145	Adv Procurement-Mtls 3rd Party	$3.67	$3.67	$0.00	$0.00
G5090146	Amtrak Access & Protection	$5.81	$5.81	$0.00	$0.00
G5090147	LIRR Access & Protection	$7.04	$7.04	$0.00	$0.00
G5090151	System Testing & Commissioning	$10.00	$10.00	$0.00	$0.00
G5090152	Force Account Support - CPS	$3.44	$3.44	$0.00	$0.00
G5090153	Manhattan Utilities Relocations	$0.36	$0.36	$0.00	$0.00
	Element Total	**$173.68**	**$132.32**	**$41.36**	**$0.00**
G5100101	Cntract 2A 96 St Stn Structure	$0.31	$0.21	$0.10	$0.00
G5100102	Cntract 4B 72 St Stn Structure	$0.43	$0.29	$0.14	$0.00
G5100103	Cntract 5A 86 St Stn Structure	$0.10	$0.07	$0.03	$0.00
G5100104	Cntract 6: SAS Systems	$303.36	$203.25	$100.11	$0.00
G5100108	Contract 3: 63rd St Stn Rehab	$200.27	$134.18	$66.09	$0.00
G5100197	SAS Owner Controlled Insurance	$6.22	$4.17	$2.05	$0.00
G5100198	SAS Real Estate	$0.12	$0.08	$0.04	$0.00
	Element Total	**$510.81**	**$342.24**	**$168.57**	**$0.00**
G5110106	Site A Fac; Finishes and Systems	$586.20	$0.00	$0.00	$586.20
G5110108	Construction (Site J)	$0.30	$0.00	$0.00	$0.30
G5110110	Construction (Site K)	$92.34	$0.00	$0.00	$92.34
G5110111	Program Management	$0.66	$0.00	$0.00	$0.66
	Element Total	**$679.51**	**$0.00**	**$0.00**	**$679.51**

MTA Capital Construction Company
2011 Commitment Summary
$ in millions

ACEP	Project Description	2010 Commitments	MTA Funding	Federal Funding	Local Funding
G5140108	08TSG ThrogsNeck ElectSecurity	$15.92	$0.00	$15.92	$0.00
	Element Total	**$15.92**	**$0.00**	**$15.92**	**$0.00**
G5140207	08TSG Atlantic Ave Perim Prot	$11.27	$0.00	$11.27	$0.00
	Element Total	**$11.27**	**$0.00**	**$11.27**	**$0.00**
G5140303	07TSG GCT Emergency Generators	$6.93	$0.00	$6.93	$0.00
G5140304	09TSG GCT Hardening-Roof Truss/Quad Column (Des)	$0.10	$0.10	$0.00	$0.00
	Element Total	**$7.03**	**$0.10**	**$6.93**	**$0.00**
G5140405	07TSG Access Cntrl/Detect Sys	$1.04	$0.00	$1.04	$0.00
	Element Total	**$1.04**	**$0.00**	**$1.04**	**$0.00**
2010-2014					
G6090101	Program Management	$6.58	$6.58	$0.00	$0.00
G6090103	MTA Management	$14.85	$14.85	$0.00	$0.00
G6090105	Manh Structures 1-MNR ForcAcct	$14.89	$14.89	$0.00	$0.00
G6090106	Track & 3rd Rail	$33.75	$33.75	$0.00	$0.00
G6090111	OCIP	$13.16	$13.16	$0.00	$0.00
G6090112	55th St. Ventilation Facility	$71.55	$71.55	$0.00	$0.00
G6090113	Construction Management	$26.14	$26.14	$0.00	$0.00
G6090116	General Conditions	$8.92	$8.92	$0.00	$0.00
G6090117	Manh Structures 2	$321.88	$321.88	$0.00	$0.00
G6090118	Harold Interlocking ForceAcct	$55.81	$55.81	$0.00	$0.00
G6090119	Harold Misroute (TCA)	$12.48	$12.48	$0.00	$0.00
G6090120	Plaza Substation & Structures	$225.75	$225.75	$0.00	$0.00
G6090123	Harold Structures - Part 3A	$70.12	$70.12	$0.00	$0.00
G6090125	Amtrak Access & Protection	$0.93	$0.93	$0.00	$0.00
G6090126	LIRR Access & Protection	$2.28	$2.28	$0.00	$0.00
G6090131	Manhattan Structures 2A	$20.00	$20.00	$0.00	$0.00
	Element Total	**$899.09**	**$899.09**	**$0.00**	**$0.00**
G6100103	5B: Mining/Lining 86 St	$422.37	$422.37	$0.00	$0.00
	Element Total	**$422.37**	**$422.37**	**$0.00**	**$0.00**
G6140103	W. Bnd By-Pass/E. Bnd Re-Rte	$163.63	$163.63	$0.00	$0.00
G6140104	Loop Interlocking	$4.61	$4.61	$0.00	$0.00
G6140105	Amtrak Buildings	$12.14	$12.14	$0.00	$0.00
G6140107	Elevators and Escalators	$0.32	$0.32	$0.00	$0.00
	Element Total	**$180.70**	**$180.70**	**$0.00**	**$0.00**
	MTA CCC 2011 Commitment Total	**$2914.80**	**$1987.26**	**$247.84**	**$679.71**

New York City Transit and Staten Island Railway
2011 to 2015 Completions
$ in millions

Agency ID.	Project Description	Completion	Project Allocation
T30806BS	Upgrade RTO Base Stations	1/15/2011	$ 15.72
T31302RG	Purch Rail Grinder	3/14/2011	$ 11.73
T316023D	Program Contingency: 1992-1999	12/15/2012	$ 64.09
T4030201	Purchase 90 Standard Diesel	1/15/2012	$ 4.00
T4030220	Purchase 90 Standard Diesel Buses	6/15/2012	$ 4.00
T4030221	Purchase 90 Standard Diesel Buses	6/15/2012	$ 4.00
T40404M4	Replace AFC Electronics	10/15/2011	$ 7.53
T40404M6	AFC Miscellaneous Tasks	3/15/2011	$ 8.10
T40409PW	PA/CIS Wrap-Up	12/15/2011	$ 3.59
T404112D	Intrmodal Gun Hill WPR	12/14/2011	$ 5.90
T40605CN	Replace +/- Cables CNR	12/15/2011	$ 28.47
T40806D2	Data Ntwk: IND/BMT-ATM	6/15/2011	$ 94.12
T40806P2	PA/CIS: 156 Stations IRT	3/14/2011	$ 195.16
T4080701	Back-up RCC Livingston Plaza	1/15/2011	$ 24.61
T41004AX	Recon:207th St. O/H Shop DES	3/14/2012	$ 28.27
T4120401	Paratransit AVLM	12/15/2011	$ 28.55
T4120403	Bus Rapid Transit Study	3/14/2011	$ 4.68
T41204P2	Paving: 3 Locs	12/14/2011	$ 3.02
T41302O4	Purch 54 CWR Handler/Flatcars	12/15/2011	$ 15.11
T41602CF	Program Contingency 2000-2004	12/15/2012	$ 48.88
T41604I3	ISD: Systems (2002)	10/15/2011	$ 7.19
T5010101	Purchase 23 A-Div Cars	6/15/2011	$ 116.46
T5030215	Fuel Cell Bus Demonstration	12/15/2011	$ 3.00
T5030221	60 Express Buses 2010	6/15/2012	$ 43.00
T5030227	90 CNG Standard Buses 2009	2/15/2012	$ 51.27
T5040401	Smart Card Cabling / Study	4/15/2011	$ 10.04
T5040403	Replace HPEMs	9/14/2011	$ 5.24
T5040705	2 Esc Roosevelt Ave QBL DES	11/15/2011	$ 1.21
T5040706	3 Esc S. Manhattan DES	8/15/2011	$ 1.93
T5040707	11 Hydraulic Elevators DES	5/15/2011	$ 1.54
T5041103	Rehab Avenue M BRT	2/15/2011	$ 40.64
T5041105	Rehab Avenue H BRT	12/15/2011	$ 44.06
T5041106	Rehab Avenue J BRT	12/14/2011	$ 43.70
T5041108	Rehab Bleecker St LEX	11/15/2011	$ 31.27
T5041113	Kings Highway BRT	12/15/2011	$ 29.07
T5041114	Newkirk Av Plaza Ph 2 BRT	12/15/2011	$ 40.87
T5041116	Times Sq North End Stairs DES	1/15/2011	$ 3.66
T5041137	Water Condition Remedy 2008	6/14/2011	$ 3.91
T5041138	Rehab Morrsn-Snd Vw Av PEL	1/15/2012	$ 24.78
T5041144	Rehab Middletown Rd PEL DES	7/15/2011	$ 1.40
T5041145	Rehab Zerega Av PEL DES	1/15/2011	$ 1.49
T5041146	Rehab Castle Hill Av PEL DES	1/15/2011	$ 2.21
T5041147	Rehab Prkchstr-E 177 St PEL	1/15/2012	$ 33.70
T5041148	Rehab St Lawrence Av PEL	1/15/2012	$ 26.42
T5041149	Rehab Elder Av PEL	1/15/2012	$ 26.11
T5041150	Rehab Whitlock Av PEL	6/15/2011	$ 24.00
T5041155	Rehab Beach 67 St RKY	11/15/2011	$ 21.93
T5041156	Rehab Beach 60 St RKY	12/14/2011	$ 17.99
T5041157	Rehab Beach 44 St RKY	12/14/2011	$ 17.80
T5041158	Rehab Beach 36 St RKY	12/14/2011	$ 16.80
T5041159	Rehab Beach 25 St RKY	12/14/2011	$ 18.24
T5041160	Rehab Mott Av RKY	10/15/2011	$ 11.18
T5041161	Rehab Beach 90 St RKY	9/14/2011	$ 19.27
T5041162	Rehab Beach 98 St RKY	9/14/2011	$ 20.08
T5041163	Rehab Beach 105 St RKY	9/14/2011	$ 18.22
T5041174	Rehab East 180 St WPR	12/15/2011	$ 45.80
T5041185	Rehab Ft Ham Pkwy SEA DES	9/15/2013	$ 1.53
T5041186	Rehab 18th Av SEA DES	9/15/2013	$ 1.58
T5041188	Rehab New Utrecht SEA DES	9/15/2013	$ 1.40
T5041191	Rehab 86th St SEA DES	6/15/2011	$ 2.08
T5041192	Reconstruct Crtlndt St BW7 DES	5/14/2011	$ 5.77
T50411AW	2005-2009 Station Artwork	2/15/2011	$ 4.51

New York City Transit and Staten Island Railway
2011 to 2015 Completions
$ in millions

Agency ID.	Project Description	Completion	Project Allocation
T5041302	ADA Bleecker-Bwy/Lafayette	11/15/2011	$ 16.49
T5041305	ADA Kings Highway BRT	2/15/2011	$ 9.50
T5041317	ADA Mott Av RKY	7/15/2011	$ 10.57
T5041319	ADA East 180 St WPR	1/15/2012	$ 9.94
T5041321	ADA 45 Rd-Court House Sq: FLS	6/15/2011	$ 17.00
T5041324	ADA 71st Ave QBL DES	4/15/2011	$ 2.90
T5041325	ADA 23 St LEX DES	12/15/2011	$ 3.12
T5041326	ADA 68 St-Hunter Coll LEX DES	4/15/2011	$ 4.82
T5041327	ADA Kingsbridge Rd BXC DES	7/15/2011	$ 3.27
T5041330	ADA Hunts Point PEL DES	7/15/2011	$ 2.74
T5041331	ADA 57th ST Ph2 BWY DES	6/15/2011	$ 1.51
T5041402	Xfer Bleecker-Bwy/Lafayette	5/15/2011	$ 78.09
T5041407	Replace Canopies 5 Stns BW7	11/15/2011	$ 14.14
T5041419	Intermodal Rockaway Pkwy CNR	10/15/2013	$ 2.40
T5041421	Station Component Repairs	1/14/2011	$ 77.25
T5049901	Rehab 71 St WST	3/15/2012	$ 9.77
T5049902	Rehab 79 St WST	3/15/2012	$ 9.60
T5049903	Rehab 18 Ave WST	3/15/2012	$ 9.45
T5049904	Rehab 20 Ave WST	3/15/2012	$ 9.23
T5049905	Rehab 25 Ave WST	3/15/2012	$ 10.11
T5049906	Rehab Bay 50 St WST	3/15/2012	$ 9.29
T5049907	Rehab Bay Parkway WST	3/14/2012	$ 22.86
T5049908	ADA Bay Parkway WST	3/15/2012	$ 13.12
T5049909	Rehab Ft Hamilton Parkway WST	3/15/2012	$ 22.89
T5049910	Rehab 62 St WST	3/15/2012	$ 19.84
T5049911	Rehab 9 Ave WST	3/14/2012	$ 21.75
T5049912	Station Work 50 St WST	3/15/2012	$ 9.54
T5049913	Station Work 55 St WST	3/15/2012	$ 9.70
T5049914	Induction Loops 642 Booths	5/15/2012	$ 13.35
T5049915	Gap Fillers Union Square Ph 3	7/14/2011	$ 23.84
T5059901	3rd Rail Heater Control System	12/15/2011	$ 2.00
T5060215	Tun Ltg Lex Av-5th Av QBL	3/14/2011	$ 11.99
T5060216	Tun Ltg Remvls Lex-Qns Plz QBL	10/15/2012	$ 2.82
T5060302	Fan Wrap-up ARC	6/14/2011	$ 67.84
T5060304	Fan Rehab 55 St 8AV QBL DES	1/15/2011	$ 7.24
T5060403	Deep Well Rehab FUL	5/15/2011	$ 16.31
T5069901	Vent Plant Jackson Ave QBL	9/15/2012	$ 76.02
T5070303	Overcoat Bx Pk East-241 St WPR	2/15/2011	$ 37.40
T5070307	Rehab Culver Viaduct Ph 2	1/15/2011	$ 158.95
T5070312	Ocean Parkway Sta Viaduct BRT	5/14/2011	$ 33.57
T5070317	Overcoat Whitlock Prtl-EOL PEL	4/15/2011	$ 28.16
T5070318	Rockaway Viaduct Ph 2	5/15/2011	$ 25.21
T5070322	Overcoat 125 St. Arch BW7	4/15/2011	$ 13.18
T5070324	Overcoat 103 St. Main St FLS	1/15/2011	$ 27.53
T5070329	Overcoat 27th St-41 Av AST	3/14/2011	$ 15.31
T5070333	Flooding Mitigation:Var Locs	1/14/2011	$ 89.91
T5070334	Trackway Stabilization FAS DES	6/15/2011	$ 2.81
T5070335	Stillwell Term-Switch, Wrap-up	10/15/2012	$ 2.10
T5070339	Overcoat Portal -S.27th St AST	1/15/2012	$ 14.20
T5079901	Struct Rehab 63 St-Bay 50 WST	3/14/2012	$ 42.73
T5079902	Struct Rehab 9 Ave-63 St WST	1/14/2012	$ 16.15
T5080302	Signal Control Mods Ph 3	10/15/2011	$ 43.25
T5080303	Stop Cable Replacement	4/15/2011	$ 73.58
T5080306	ATS B - Prep Work	10/15/2011	$ 14.99
T5080307	Signal Key-By Circuit Mod Ph 2	10/15/2013	$ 26.76
T5080308	CBTC Flushing Line Ph 1	2/15/2011	$ 382.36
T5080311	WPR Ph 3: E 180 St	11/14/2011	$ 290.82
T5080312	Interlocking 4Av CUL	1/15/2011	$ 126.48
T5080314	Interlockings 5th Av, Lex QBL	12/15/2011	$ 142.50
T5080317	Fire Suppression Ph 1	6/15/2011	$ 18.09
T5080318	Interlockings 2 Locs QBL DES	1/15/2011	$ 10.94
T5080319	CBTC Equip 64 R160 Cars CNR	3/14/2011	$ 62.59
T5080320	Automatic Signals Removal CNR	12/15/2011	$ 5.08
T5080323	CBTC Test Track CUL Ph 1	12/15/2013	$ 15.71
T5080324	Relay Replacement	1/15/2012	$ 10.82

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T5080325	Signal/Eqt Rooms Times Sq FLS	10/15/2012	$ 4.02
T5080601	Data Network 2 IND/BMT-ATM Opt	3/15/2011	$ 222.53
T5080610	VHF Radio System Upgrade DES	12/14/2011	$ 14.34
T5080613	Station Agent Comm Pilot DES	12/15/2011	$ 5.10
T5080615	PA/CIS Ph 3	2/15/2011	$ 46.93
T5080616	Stn Comm Room HVAC Ph 1	3/14/2011	$ 23.75
T5080617	Stn Comm Rooms HVAC Ph 2-DES	8/15/2011	$ 1.33
T5080618	CCTV 3 Stations AST	6/15/2012	$ 1.63
T5080619	Real Time Train Loc PILOT - B Div	6/15/2011	$ 1.08
T5089901	HVAC Comm Rooms	6/14/2011	$ 27.80
T5090212	Rehab Undrgrnd Sbstn Hatchways	7/15/2011	$ 20.26
T5090216	Modernize Greeley Substn	12/14/2011	$ 30.81
T5090218	Substation Enclosures DES	6/15/2011	$ 1.68
T5090403	Control Cables 4 Sbstn CZs	8/15/2011	$ 48.46
T5090406	Repl Negative Cables RKY	3/14/2013	$ 13.12
T5090412	Circuit Breaker Houses E180	10/15/2011	$ 14.45
T5090414	Manhole Repairs 2 Locs	4/15/2011	$ 7.41
T5099902	Rehab 3 IRT Substn Enclosures	4/15/2011	$ 12.23
T5100401	207 St O/H-Central AC Shop DES	10/15/2011	$ 3.48
T5100402	207 St O/H Shop Roof DES	11/15/2011	$ 1.95
T5100403	207 St OH: Cranes & Equip	6/15/2011	$ 2.59
T5100404	Atlantic Av Cable Shop Ph 1	1/14/2013	$ 4.01
T5100409	Heavy Shop Equipment	6/15/2011	$ 11.40
T5110204	Yard CCTV	2/15/2011	$ 11.68
T5119901	Yard Fencing Priority 1: 8 Loc	4/15/2011	$ 29.69
T5119902	Yard Fencing Priority 2: 5 Loc	5/14/2012	$ 27.67
T5120305	Jamaica Depot Replacement DES	11/14/2011	$ 10.04
T5120306	Reconstruct Clara Hale Depot	12/15/2011	$ 275.59
T5120307	ENY Depot Repairs	2/14/2012	$ 17.19
T5120405	Bus Locator System	8/15/2011	$ 30.69
T5120406	Replace Bus Radio System DES	7/15/2011	$ 9.73
T5120407	Lifts: Stengel, Manhattanville	12/15/2011	$ 6.12
T5120408	Bus Rapid Transit Ph 1	9/15/2011	$ 22.24
T5120410	Bus Washers - Gun Hill Depot	1/14/2012	$ 4.02
T5120411	Bus Lifts Various Locations	12/15/2012	$ 8.80
T5120413	Depot Equipment	6/15/2012	$ 9.88
T5120416	Priority Repairs: 3 Depots	12/14/2011	$ 19.73
T5130203	Purchase 2 Ballast Regulators	9/14/2013	$ 7.74
T5130204	Rubber Tire Vehicles 2008-2009	4/15/2011	$ 7.49
T5130205	Purch 19 Diesel-Elec Locos	11/15/2011	$ 72.37
T5130210	Retrofit Particulate Filters	6/15/2011	$ 4.97
T5160402	HP Server Consolidation/Repl	5/14/2011	$ 5.20
T5160403	Automatic Tele. Travel Info	5/14/2011	$ 2.84
T5160501	MTA Engineering Consultants	5/15/2011	$ 19.05
T5160506	Concrete Batch Plant Insp 2005	6/15/2011	$ 1.27
T5160512	Boring Services BK/Q/SI 2008	1/15/2011	$ 1.36
T5160515	Engineering Services 2007	12/15/2011	$ 6.11
T5160518	Test Pits 2008	1/15/2011	$ 4.35
T5160519	Engineering Services 2008	4/15/2011	$ 4.66
T5160521	Concrete Batch Plant 2009	11/14/2012	$ 1.21
T5160526	Scope Development 2009	2/15/2011	$ 8.62
T5160531	Staten Island North Shore Stdy	6/15/2011	$ 3.50
T5160602	Groundwater & Soil Remediation	1/15/2011	$ 6.99

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T5160604	Fire Alarm/Sprinklers 5 Locs	2/15/2011	$ 32.27
T5160609	Consult-USTs Remediation 2009	11/15/2011	$ 7.37
T5160724	EFR Parkchstr-E 177 St PEL	12/15/2011	$ 5.27
T5160725	(ICC) EFR 207th St 8AV	1/15/2011	$ 2.13
T5160726	EFR East 180 Street WPR	1/15/2012	$ 6.54
T5160736	DOS Roof Replacement Ph 2	7/15/2011	$ 19.62
T5160743	Jay Street Migration Ph 1 DES	3/14/2011	$ 2.18
T6010101	Purchase 123 ""A"" Division Railcars	1/15/2015	$ 291.09
T6010102	Purchase 290 ""B"" Division Railcars	3/14/2011	$ 638.00
T6030201	Purchase 90 Standard Diesel Buses	1/15/2012	$ 41.25
T6030202	Purchase 328 Articulated Buses	12/15/2012	$ 284.37
T6030203	Purchase 90 Express Buses	2/14/2012	$ 55.46
T6030204	Purchase 336 Paratransit Vans	4/14/2012	$ 25.13
T6030205	Purchase 171 CNG Standard Buses	10/15/2012	$ 133.10
T6030206	Purchase 90 Articulated Buses	12/14/2012	$ 78.08
T6030207	Purchase 99 Express Buses	6/15/2012	$ 73.00
T6030208	Purchase 52 Paratransit Vans	12/15/2012	$ 4.04
T6030209	Purchase 425 Standard Buses	1/15/2014	$ 321.48
T6030210	Purchase 89 Express Buses	6/15/2013	$ 65.76
T6030212	Purchase 100 Articulated Buses	6/15/2013	$ 91.33
T6030213	Purchase 333 Paratransit Vans	1/15/2013	$ 29.68
T6030214	Purchase 97 Express Buses	6/15/2014	$ 74.53
T6030215	Purchase 156 Articulated Buses	6/15/2014	$ 165.76
T6030216	Purchase 71 Standard Buses	6/15/2014	$ 55.85
T6030217	Purchase 222 Paratransit Vans	1/15/2014	$ 20.59
T6030218	Integrated Farebox Units: Replace Main Components	12/15/2011	$ 22.84
T6030220	Purchase 90 Standard Diesel Buses	6/15/2012	$ 42.18
T6030221	Purchase 90 Standard Diesel Buses	7/14/2012	$ 42.18
T6030222	Purchase 104 Standard Buses	6/15/2013	$ 80.95
T6040401	MetroCard-Electronic Components Replacement	12/15/2011	$ 72.71
T6040402	Purchase of 41 High Entry/Exit Turnstiles (HEETs)	1/15/2012	$ 2.31
T6040405	Smart Card Implementation	6/15/2011	$ 200.00
T6040701	Replace 3 Escalators in South Manhattan	2/15/2012	$ 24.72
T6040703	Replace 2 Escalators Roosevelt Av Queens Blvd Line	1/15/2013	$ 14.27
T6040704	Replace 11 Hydraulic Elevators	4/15/2011	$ 48.37
T6040705	Replace 10 Hydraulic Elevators	1/15/2015	$ 61.13
T6041201	Station Work at 4th Av Station on Culver Line	7/15/2012	$ 10.87
T6041202	Station Renewal Work: 25 Stations	1/15/2013	$ 360.69
T6041206	Station Work at Pelham Bay Park on Pelham Line	10/14/2015	$ 9.10
T6041207	Renewal of Buhre Av Station on Pelham Line	10/14/2015	$ 20.61
T6041208	Renewal of Middletown Rd. Station on Pelham Line	10/14/2015	$ 19.55
T6041209	Renewal of Zerega Av on Pelham Line	10/14/2015	$ 19.58
T6041210	Renewal of Castle Hill Av Station on Pelham Line	10/15/2015	$ 20.31
T6041211	Dyckman St. Station Improvements-Broadway/7th Line	6/15/2012	$ 43.42
T6041212	Rehabilitate Smith-9th Station on Culver Line	7/14/2012	$ 29.77
T6041222	181 St Broadway-7th Av Ceiling Repair / 168 St	6/15/2012	$ 38.00
T6041223	Station Component Work	5/15/2011	$ 340.70
T6041224	Station Painting at Component Locations	1/15/2014	$ 25.00
T6041225	Station Renewal: Central Avenue : MYT	12/15/2011	$ 1.19
T6041228	Station Renewal:Knickerbocker Avenue : MYT	12/15/2011	$ 1.00
T6041237	Station Renewal: Hunters Point Avenue : FLS	12/15/2013	$ 9.18
T6041251	Station Component: Platform Edge 3 Locs:EPK	12/15/2011	$ 7.09
T6041256	Replacement 3 Stairs Saratoga Av Mentoring NLT	2/15/2012	$ 1.15
T6041259	Replacement 2 Stairs Longwood Av NB Mentoring PEL	12/14/2011	$ 1.33
T6041266	Replacement 2 Stairs Longwood Av SB Mentoring PEL	7/15/2012	$ 1.23
T6041301	ADA Forest Hills-71 Av Station-Queens Boulevard Ln	11/15/2013	$ 33.44
T6041302	Improve Platform Edges 34 St Station-Broadway Line	11/14/2011	$ 4.30
T6041303	Improve Platform Edges 34 St Station- 6th Av Line	11/14/2011	$ 4.30
T6041304	Imprve Platfrm Horizntl/Vertical Clearance-Var Loc	3/14/2012	$ 11.37
T6041306	ADA Kingsbridge Rd Station - Concourse Line	12/15/2013	$ 28.76
T6041307	ADA 68 St-Hunter College - Lexington Av Line	3/14/2012	$ 67.23
T6041308	ADA Utica Avenue Station - Fulton Line	11/15/2013	$ 20.20
T6041309	ADA Hunts Point Av Station - Pelham Line	11/15/2013	$ 28.17
T6041310	ADA 23 Station - Lexington Av Line	11/15/2013	$ 27.06
T6041311	ADA Phase 2 at 57 St Station-Broadway Line	11/15/2013	$ 37.26
T6041312	ADA Ozone Pk-Lefferts Blvd Station- Liberty Line	9/15/2011	$ 35.84
T6041401	Station Signage 2011	12/15/2012	$ 3.93

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T6041402	Station Railings	1/15/2012	$ 3.77
T6041403	Water Condition Remedy	12/14/2012	$ 7.23
T6041404	Scrubber Room Drainage 4 Locations	6/15/2013	$ 4.04
T6041405	Grand Central - Access Improvement	12/15/2011	$ 20.43
T6041406	Times Square: North End Stairs	1/15/2013	$ 23.88
T6041408	Station Condition Survey Update	1/15/2014	$ 8.24
T6041409	Church Street Corridor Improvements	1/15/2015	$ 70.00
T6041410	Platform Repl: 45 Rd-Court House Sq Flushing Line	12/15/2012	$ 16.15
T6050204	2011 Mainline Track Replacement	1/15/2011	$ 186.41
T6050205	2011 Track Force Account	1/15/2013	$ 35.00
T6050206	2011 Welded Rail	3/14/2011	$ 4.48
T6050207	2012 Mainline Track Replacement	12/15/2011	$ 190.00
T6050208	2012 Track Force Account	1/15/2014	$ 35.00
T6050209	2012 Welded Rail	1/15/2014	$ 5.69
T6050210	2013 Mainline Track Replacement	1/15/2013	$ 196.14
T6050211	2013 Track Force Account	1/15/2015	$ 35.00
T6050212	2013 Welded Rail	1/15/2015	$ 5.96
T6050213	2014 Mainline Track Replacement	1/15/2014	$ 205.41
T6050302	2011 Mainline Switch Replacement	3/14/2011	$ 42.68
T6050303	2012 Mainline Switch Replacement	12/15/2011	$ 46.68
T6050304	2013 Mainline Switch Replacement	12/15/2012	$ 48.89
T6050305	2014 Mainline Switch Replacement	12/15/2013	$ 51.20
T6060201	Tunnel Lighting:11 St Portal-Queens Plaza Line	2/15/2011	$ 9.52
T6060202	Tunnel Lighting:4 Av-Church Av Culver Line	6/14/2012	$ 30.95
T6060203	Tunnel Lighting:Roosevelt Av-36 St Queens Blv Line	4/15/2011	$ 62.14
T6060302	New Vent Plant Study:S.of G.Central-Lexington Line	12/15/2012	$ 2.10
T6060303	New Vent Plant: Mulry Square 8th Avenue Line	4/15/2013	$ 108.50
T6060304	New Vent Plant: 46 St Queens Boulevard Line	12/15/2011	$ 90.41
T6060305	Replace Ventilation Controls at 26 Locations	12/15/2012	$ 15.82
T6060401	Deep Wells Rehabilitation-Nostrand Av Line	9/15/2013	$ 14.58
T6060402	Deep Wells Rehabilitation - Crosstown Line	10/15/2013	$ 10.10
T6060403	Pumps at 4 Locations Pelham. Jerome	12/15/2011	$ 39.44
T6060404	Pumps at 2 Locations - Manhattan Midtown	2/15/2012	$ 21.02
T6070301	Structural Rehab / Flood Wall: 148 St Yard	12/14/2011	$ 22.63
T6070302	Rehabilitate Emergency Exits at 125 Locations	12/14/2011	$ 29.30
T6070303	Culver Viaduct Rehabilitation Ph 3: Underside	4/15/2013	$ 40.38
T6070304	Viaduct Repair: Far Rockaway/Rockaway Park Line	12/14/2013	$ 39.77
T6070305	Struct.Repair: Cypress Hills-130 St Jamaica Line	12/15/2011	$ 18.29
T6070306	Demolish Abandoned Structures	1/15/2013	$ 15.15
T6070307	Overcoat Steel Bridges-Rockaway Line	12/15/2013	$ 4.42
T6070308	Overcoat 15 Bridges-Brighton Line	12/14/2011	$ 8.16
T6070309	Overcoat Portal-E180 St-White Plain Road Line	1/15/2014	$ 35.98
T6070311	Flood Mitigation at 6 Locations in Manhattan	5/15/2013	$ 45.07
T6070313	Structure Repairs-Dyre Avenue Line	9/15/2012	$ 10.00
T6070314	Overcoat Broadwy Junction Cypress Hills-Jamaica Ln	1/14/2012	$ 28.08
T6070315	Overcoat Dyckman St - 215 St Broadway-7th Av Line	1/15/2012	$ 18.80
T6070316	Structure Repair: Pacific to 59 St-4th Av Line	1/15/2013	$ 30.00
T6070318	Overcoat: Cypress Hills-130 St on Jamaica Line	4/15/2012	$ 19.22
T6070319	Overcoat:Broadway Junction-New Lots Av Canarsie Ln	1/15/2014	$ 25.73
T6070320	Trackway Stabilization Franklin Avenue Shuttle	2/14/2014	$ 26.72
T6080301	Signal Control Line Modifications Phase 4	6/15/2012	$ 25.79
T6080302	Messenger Brackets Brighton Line	12/15/2013	$ 1.37
T6080303	Interlocking Church Av Rehab/Replace.- Culver Line	4/15/2011	$ 202.39
T6080304	Solid State Signal Equipment 13 Locations	12/15/2011	$ 34.27
T6080305	Comm Based Train Control Flushing R142 Conversions	8/15/2012	$ 202.32
T6080306	Comm Based Train Control Flushing Support/Removals	11/14/2011	$ 164.76
T6080307	Station Time Signal Enhancmts-Lexington Ln Phase 2	5/15/2011	$ 50.69
T6080308	Stop Cable Replacement	12/15/2013	$ 22.80
T6080311	CBTC Signals Test Track- Culver Line Phase 2	12/15/2011	$ 84.60
T6080312	Signal Control Line Modifications Phase 5	1/15/2014	$ 10.00
T6080313	Signal Modernization 2 Interlockings-Dyre Ave Line	12/14/2011	$ 265.02
T6080315	Interlocking Modernization: 34 St - 6th Av Line	10/14/2011	$ 230.57
T6080316	Interlocking Modernization:W. 4 St - 6th Ave Line	6/15/2011	$ 239.69
T6080318	Signal Key-By Circuit Modification Phase 3	1/15/2013	$ 15.00

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T6080321	Interlocking Jay St- 6th Avenue Line	4/15/2014	$ 199.64
T6080601	Fiber Optic Cable Replacement Phase 1	7/15/2014	$ 15.00
T6080602	Application Cutover to SONET Phase 1	1/15/2013	$ 25.00
T6080603	Police Radio Time Domain Interference/Enhancement	12/15/2012	$ 28.02
T6080604	Public Address/Customer Info Screen at 43 Stations	10/14/2011	$ 75.96
T6080605	Communication Room Upgrade/Expansion Phase 1	12/15/2014	$ 20.00
T6080606	Portable Radio Unit Replacement	3/14/2011	$ 6.16
T6080607	Copper Cable Upgrade/Replacement Phase 2	6/14/2014	$ 10.00
T6080608	VHF Radio System Upgrade/Replacement	12/15/2012	$ 224.60
T6080609	Communication Room HVAC Upgrade Phase 2	12/15/2012	$ 20.00
T6080610	PBX Upgrade	1/15/2014	$ 14.21
T6080613	Antenna Cable Upgrade/Replacement Phase 1	1/15/2015	$ 16.42
T6080615	Copper Cable Upgrade/Replacement Phase 3	1/15/2015	$ 10.00
T6080616	Communication Room HVAC Upgrade Phase 3	7/15/2015	$ 27.63
T6080617	""B"" Division Real Time Information	7/14/2011	$ 200.00
T6080618	Copper Cable Replacement	3/14/2012	$ 8.97
T6080619	Communications Rooms Waterproofing	4/15/2013	$ 16.00
T6090201	Rehabilitate 5 Substation Enclosures	8/15/2012	$ 15.17
T6090202	Modernize 10 St Substation - Culver Line	1/15/2011	$ 17.37
T6090203	Underground Substation Hatchways Ph 2	6/15/2012	$ 15.66
T6090204	Cabling Central Substation - 6th Avenue Line	11/15/2012	$ 19.48
T6090205	Rehabilitate 5 IRT Substation Roofs/Enclosures	1/15/2012	$ 17.86
T6090206	Underground Substation Hatchways Repair/Replc Ph 3	1/15/2013	$ 17.03
T6090401	Duct Bank 141 St-148 St - Lenox Avenue Line	8/15/2011	$ 19.82
T6090402	Rehab Circuit Breaker House 292/293 Nostrand Av Ln	8/14/2012	$ 6.25
T6090403	Replace Emergency Telephones - Pilot	1/15/2013	$ 5.70
T6090404	Rehab Circuit Breaker House #74/74A Jamaica Line	7/14/2011	$ 24.12
T6090405	Rehab Circuit Breaker House #403 Flushing Line	1/15/2014	$ 13.95
T6090406	Rehab Circuit Breaker House #146 Brighton Line	6/15/2011	$ 7.10
T6090407	Replace Emergency Alarms Phase 1	1/15/2015	$ 21.08
T6090409	Rehab Circuit Breaker House #275 Clark St.Line	6/15/2015	$ 8.13
T6090410	Power Cable Ducts (Joralemon and Central Subst)	6/14/2011	$ 23.47
T6100401	207 St Overhaul Shop Air-Conditioning Shop	7/15/2014	$ 157.84
T6100402	207 St Overhaul Shop Electrical System	5/14/2011	$ 18.72
T6100403	207 St Overhaul Shop Heating Plant	2/14/2012	$ 15.70
T6100404	207 St Maintenance Shop DC Power Upgrade	3/14/2012	$ 19.70
T6100405	East New York Maintenance Shop Ventilation	12/15/2012	$ 6.18
T6100406	Rehabilitate Coney Island Power Centers #2 #3	1/15/2011	$ 14.35
T6100407	Car Equipment Shops - Priority Repairs	12/14/2012	$ 53.13
T6100408	Replace Heavy Shop Equipment	1/15/2014	$ 12.88
T6100409	Yard Lighting Jerome Pelham	6/15/2011	$ 15.00
T6100410	Yard Closed-Circuit Television Phase 2	1/15/2014	$ 18.00
T6100412	2011 Yard Track Replacement	3/14/2011	$ 3.02
T6100413	2012 Yard Track Replacement	12/14/2011	$ 3.14
T6100414	2013 Yard Track Replacement	1/15/2013	$ 3.29
T6100415	2014 Yard Track Replacement	1/15/2014	$ 3.45
T6100418	2011 Yard Switch Replacement	1/15/2011	$ 3.80
T6100419	2012 Yard Switch Replacement	12/14/2011	$ 4.98
T6100420	2013 Yard Switch Replacement	1/15/2013	$ 5.22
T6100421	2014 Yard Switch Replacement	1/15/2014	$ 5.46
T6120302	In-house Mini-Rehabilitation at 3 Depots	1/15/2014	$ 27.80
T6120303	Jamaica: New Depot Phase 1	1/15/2014	$ 75.00
T6120304	126 St Depot Demolition Environmental Design work	1/15/2015	$ 25.00
T6120305	Rehabilitation/Conversion of E New York Paint Shop	1/15/2015	$ 10.00
T6120401	Paint Booth Air System at 6 Depots	6/15/2014	$ 10.00
T6120402	Bus Rapid Transit - 3 Routes	11/14/2011	$ 25.00
T6120403	Replace Bus Radio System: Radios/Facilities	12/15/2012	$ 232.00
T6120405	Intelligent Vehicle Network: 9 Depots	1/15/2013	$ 2.60
T6120406	10 Washers Kingsbrg, MTV, Gun Hill, Casey Stengel	7/14/2011	$ 21.62
T6120407	Property Purchase: Kingsbridge Depot	1/15/2013	$ 5.00
T6120408	Paint Application System: Fresh Pond	1/15/2013	$ 1.70
T6120409	Tank Upgrades: Jamaica and Fresh Pond	10/14/2011	$ 2.60
T6120410	Upgrade Heating Ventilation Air Condition 4 Depots	3/14/2012	$ 15.27
T6120411	Depot Equipment Replacement	1/15/2014	$ 15.94
T6120412	Parking Lot Development: Jamaica & Grand Av Depots	1/15/2014	$ 5.19
T6120413	Replace the ADEPT System (Paratransit Scheduling)	1/15/2014	$ 7.20

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T6120414	Automated Fuel Management System Upgrade	1/15/2015	$ 2.50
T6120415	Bus Lift Replacement	1/15/2015	$ 14.30
T6120416	8 Bus Washer:E.New York	1/15/2013	$ 19.40
T6120418	Camera Enforcement System Pilot	6/15/2012	$ 2.70
T6120419	Miscellaneous Property Acquisition	5/14/2012	$ 9.29
T6120420	Jamaica Bus Terminal	10/14/2013	$ 3.40
T6120421	Department of Buses Facility at St George Terminal	9/15/2013	$ 4.20
T6130201	Purchase 110 Non Revenue Vehicle	6/15/2012	$ 13.20
T6130202	Purchase 54 Flatcars	1/15/2015	$ 35.38
T6130203	Purchase 8 Auger Snow-throwers	6/15/2011	$ 9.54
T6130204	Purchase 10 Locomotives	1/15/2013	$ 40.68
T6130205	Purchase 118 Non Revenue Vehicle	1/15/2013	$ 13.94
T6130206	Purchase 101 Non Revenue Vehicle	1/15/2014	$ 14.10
T6160201	Capital Revolving Fund - 2010	8/14/2015	$ 5.00
T6160206	Insurance Deductible	12/15/2012	$ 15.00
T6160207	All Agency Protective Liability Insurance Premiums	6/15/2011	$ 7.14
T6160401	Cap Proj Info Central System Technology Conversion	1/15/2014	$ 2.52
T6160402	NYCT-Wide Storage Area Network/Disaster Recovery	12/14/2011	$ 18.05
T6160403	Enterprise Security Network Infrastructure	3/14/2015	$ 10.39
T6160404	WAN/LAN Equipment Replacement Phase 1	1/15/2014	$ 9.61
T6160501	Boring Services Brooklyn	6/14/2014	$ 1.47
T6160502	Boring Services Manhattan	6/14/2014	$ 1.78
T6160503	Test Pits Contract	6/15/2014	$ 2.55
T6160504	MTA Independent Engineering Consultant	4/14/2012	$ 19.48
T6160505	General Order Support Traffic Checkers	9/15/2011	$ 30.00
T6160506	2010 Value Engineering Services	10/15/2012	$ 2.00
T6160507	Engineering Services	5/15/2011	$ 18.00
T6160509	Scope Development	2/15/2011	$ 50.00
T6160511	Concrete Batch Plant 2012	12/15/2014	$ 1.29
T6160513	Boring Services: Manhattan	12/15/2014	$ 2.03
T6160514	Boring Services: Brooklyn	12/15/2014	$ 1.69
T6160515	Test Pits Contract	12/15/2014	$ 5.56
T6160601	Asbestos Abatement: Priority 7	7/15/2011	$ 5.00
T6160602	Asbestos Removal	5/15/2013	$ 8.30
T6160603	Asbestos / Lead Air Monitoring	5/15/2013	$ 7.17
T6160604	Asbestos Disposal	11/15/2013	$ 2.52
T6160605	Sprinkler Alarm Systems at 12 Employee Facilities	3/14/2011	$ 30.00
T6160606	Fire Alarm 207 St Overhaul Shop	9/15/2014	$ 11.00
T6160607	Groundwater	1/15/2015	$ 6.50
T6160608	Consult Svcs Underground Storage Tank Remediation	1/15/2014	$ 6.00
T6160609	Asbestos Removal	1/15/2015	$ 9.66
T6160610	Asbestos / Lead Air Monitoring	1/15/2015	$ 9.12
T6160702	Disposition of Jay Street Systems Ph 1	1/15/2014	$ 10.00
T6160703	RTO Facilities Hardening Ph 1	10/14/2011	$ 4.60
T6160704	Employee Facility Rehab - Jay Street Fulton Line	12/15/2015	$ 12.32
T6160705	Employee Facility Rehab:RTO Chambers St Nassau Ln	1/15/2014	$ 7.07
T6160706	Maspeth Warehouse Repairs	8/15/2012	$ 9.57
T6160707	Perimeter Hardening Rail Contrl Ctr/130 Livingston	7/14/2012	$ 9.40
T6160708	Livingston Plaza Emergency Generator Upgrade	1/15/2015	$ 10.39
T6160709	Facility Roof Repair/Replacement Ph 3	1/15/2014	$ 13.68
T6160710	Employee Facility Rehab W.4th St 8 Ave Line	12/15/2012	$ 4.13
T6160712	Upgrade Power: Rail and Power Control Center	1/15/2014	$ 23.09
T6160713	In-house:Employee Facility Rehab:207 St- 8th Av Ln	9/15/2012	$ 6.65
T6160715	Employee Facility Rehab 9 Locations-Crosstown Line	1/15/2015	$ 7.51
T6160716	8 Automated Fare Control Office Upgrade 5 Depots	1/15/2014	$ 3.00
T6160717	Livingston Plaza Repairs	1/15/2013	$ 23.56
T6160718	Replace Currency Counters	1/15/2014	$ 3.49
T6160719	Facility Roof Repair/Replacement Phase 4	1/15/2015	$ 14.88
S4070115	St George Hardening,SIR CCTV	12/15/2011	$ 18.35
S5070102	Stn Struct Repairs: 4 locs DES	1/15/2012	$ 2.99
S5070107	Arthur Kill Station DES	4/15/2012	$ 4.11
S5070111	St. George Terminal Improvmnts	9/15/2011	$ 7.20
S5070112	SIR Signals Wrap-up	3/14/2011	$ 2.11
S6070101	Staten Island Railway: Station Structural Repairs	9/14/2013	$ 13.52
S6070102	Staten Island Railway: Rehab. 8 Bridges	3/14/2013	$ 26.49
S6070103	St George Track and Signal Replacement Phase I	7/14/2015	$ 15.00
S6070104	Car Investments/Retrofits	1/15/2014	$ 20.00
S6070105	New Substation: Huguenot	5/15/2012	$ 31.47
S6070106	Rehabilitation of Circuit Breaker Houses	12/15/2013	$ 11.79
S6070107	Composite Contact Rail	1/15/2015	$ 14.21
S6070108	Staten Island Railway: New Station-Arthur Kill	7/15/2014	$ 23.34

Long Island Rail Road
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Agency ID.	Project Description	Completion	Project Allocation
L302097D	Nassau County Station Imps	12/15/2012	$ 2.35
L302097V	Suffolk Co. Station & Parking	12/15/2012	$ 1.14
L302097W	LIRR Stations Imps/Farley	12/15/2012	$ 28.30
L30209EA	Jamaica Development	2/15/2011	$ 1.20
L30209EC	Little Neck Station Platform Improvements	1/15/2012	$ 1.30
L4020424	Atlantic Terminal	12/15/2011	$ 94.48
L404024Y	East River Tunnel Ventilation	1/15/2011	$ 89.75
L407032I	Valley Strm/Isl Pk Subst Recon	12/15/2011	$ 25.25
L4070370	Flatbush Substation Upgrade	6/15/2012	$ 5.09
L40703C1	Circuit Brkr House - "F" Tower	1/15/2012	$ 5.86
L4080407	OCIP Insurance	12/15/2012	$ 11.26
L50101M1	M-7 Horns	12/15/2013	$ 4.90
L50101M4	Protect & Work Loco Spec Devel	6/15/2013	$ 2.80
L5020427	Replace Elevator-Atlantic Term	1/15/2012	$ 3.40
L5020428	Forest Hills Station-Ramp	2/15/2012	$ 2.00
L502042D	New Elevators-Queen Village St	6/15/2011	$ 8.45
L502042E	New Elevators -Flushing-MainSt	8/15/2013	$ 8.45
L502042T	Escalator Replacement Program	3/14/2012	$ 5.77
L502042U	Elevator Replacement Program	3/14/2011	$ 2.80
L50204UK	SMART Card Improvements	12/15/2011	$ 1.00
L50206VB	PS Third Rail & Signals	6/15/2011	$ 9.63
L50206VC	PS Emp Fac Yards & Buildings	3/14/2011	$ 2.18
L50206VJ	Station Masters Office Design	11/15/2011	$ 1.50
L50301E9	ACL Direct Fixation	12/15/2012	$ 61.47
L50301R1	Culverts	3/14/2011	$ 2.00
L50301R2	Drainage Control	12/15/2012	$ 6.00
L50301R3	Fencing	6/15/2011	$ 3.09
L50301R4	Demolitions	3/14/2011	$ 1.76
L50301R6	Track Stability/Retaining Wall	3/14/2011	$ 4.06
L50301R7	Amott Culvert	1/15/2011	$ 7.14
L50301TP	Queens Blvd Track & Deck Rehabilitation	9/15/2011	$ 11.28
L50304T7	Main Line Corridor-Des/Con Ph1	1/15/2014	$ 122.94
L50304T8	Main Line Corridor-Grade Xing	1/15/2013	$ 80.79
L50401B1	Bridge Rehabilitation Program	12/15/2012	$ 3.01
L50401B2	Bridge Painting	3/14/2012	$ 5.04
L50401B3	Powell Creek & Hog Island Chan	12/15/2013	$ 23.13
L50401B5	Junction Blvd Abutment PW	6/15/2011	$ 30.20
L50401B8	Queens Blvd Bridge Rehabilitation	7/15/2012	$ 23.09
L50401B9	DB Bridge	12/15/2012	$ 1.43
L50401BA	Great Neck Improvements-Design	10/15/2011	$ 3.00
L50402VA	ERT Fire & Life Safety	1/15/2011	$ 116.30
L50501S6	Improved Radio Coverage/Infras	9/15/2011	$ 15.29
L50501S7	Fiber Optic Network	1/15/2011	$ 70.12
L50501S8	Audio/Visual Paging System (AV	6/15/2011	$ 31.94
L50502SA	Wayside Event Recorders	3/14/2011	$ 6.30
L50502SB	Babylon Branch Signal Improvem	5/15/2011	$ 23.60
L50502SC	CTC-Traction Power-SCADA	6/15/2011	$ 14.66
L5060161	Diesel Locomotive Shop Upgrade	3/14/2011	$ 10.00
L506016H	M of W Repair Facility	12/15/2012	$ 14.23
L506016P	Babylon Car Wash	2/15/2012	$ 4.46
L506016Y	LCM-Shop Design and Construction	10/15/2011	$ 46.51
L50601Y1	Port Washington Yard - Design	10/15/2012	$ 2.00
L50601Y2	Ronkonkoma Land Purchase	6/15/2011	$ 12.75
L50699YY	Babylon Car Wash	2/15/2012	$ 25.50
L50701PH	Demo/Const 6 Substations	1/15/2011	$ 61.34
L50701PU	Signal Power Motor Generators	5/15/2011	$ 2.08
L509048A	Substations Environmental Reme	6/15/2011	$ 10.23
L509048B	Yaphank Landfill Environmental	10/15/2011	$ 2.20
L509048C	LIC Car Wash Environmental Rem	7/15/2012	$ 1.23
L509048K	Morris Park Environmental Stud	3/14/2013	$ 8.59
L509048L	Program Administation	3/14/2011	$ 118.57
L509048Q	OCIP Insurance	12/15/2011	$ 10.41
L509048T	Jamaica Capacity Study	2/15/2011	$ 7.17
L50904OC	Program Contingency	12/15/2011	$ 44.14
L60101MB	Spec. Development- Alternative Diesel Equipment	6/15/2013	$ 2.80
L60204UB	Massapequa Station Platform Replacement	6/15/2015	$ 20.30
L60204UC	Wantagh Station Platform Replacement	6/15/2014	$ 21.20
L60204UF	Mets / Willets Point Station Renovation	12/15/2014	$ 6.20
L60204UH	Elevator Replacement Program	6/15/2014	$ 5.00
L60204UK	Smart Card Improvements	6/15/2013	$ 10.00
L60205U1	Intermodal Facility Development	3/14/2015	$ 50.00
L60206VL	Penn Station Heating, Ventilation &AirConditioning	12/15/2014	$ 11.00
L60301TA	2010 Annual Track Program	12/15/2012	$ 62.40
L60301TB	2011 Annual Track Program	3/14/2012	$ 55.10
L60301TC	2012 Annual Track Program	12/15/2011	$ 51.80

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Agency ID.	Project Description	Completion	Project Allocation
L60301TD	2013 Annual Track Program	3/14/2014	$ 59.50
L60301TE	2014 Annual Track Program	3/14/2015	$ 57.10
L60301TF	Construction Equipment	12/15/2012	$ 7.00
L60301TG	Atlantic Branch Half ties	6/15/2014	$ 40.00
L60301TH	Merrick / Bellmore Direct Fixation	6/15/2014	$ 36.80
L60301TJ	Right of Way - Culverts	9/15/2015	$ 2.50
L60301TK	Right of Way - Drainage Control	9/15/2015	$ 3.50
L60301TL	Right of Way - Fencing	12/15/2011	$ 8.00
L60301TN	Right of Way - Track Stability / Retaining Walls	6/15/2015	$ 1.10
L60304TV	Massapequa Pocket Track	9/15/2013	$ 19.60
L60304TW	Extend Great Neck Pocket Track	12/15/2014	$ 26.10
L60304TX	Second Track Farmingdale to Ronkonkoma Design	3/14/2015	$ 30.00
L60401BB	Bridge Program	12/15/2014	$ 24.60
L60401BC	Colonial Road Highway Bridge Replacement	9/15/2014	$ 10.00
L60401BE	Construct Three Montauk Branch Bridges	12/15/2014	$ 26.20
L60401BF	Atlantic Avenue Viaduct - Phase IIb	12/15/2013	$ 66.70
L60401BG	Bridge Painting Program	12/15/2014	$ 5.20
L60401BH	Woodhaven Boulevard Bridge	12/15/2015	$ 10.20
L60402BP	East River Tunnel Fire and Life Safety	12/15/2015	$ 16.60
L60501L1	Fiber Optic Network	12/15/2014	$ 10.00
L60501L2	PrivateBranchExchange-Wayside Phone Rplcmt Phase 1	6/15/2015	$ 10.50
L60501L3	Communication Pole / Copper Plant Replacement	12/15/2014	$ 7.00
L60501L4	Radio Coverage Improvements	6/15/2015	$ 10.30
L60501L6	PennStation Radio Retrofit/EastRiverTunnel Antenna	9/15/2014	$ 6.50
L60501L7	Atlantic Avenue Tunnel Cable Replacement	9/15/2014	$ 5.10
L60502LA	Positive Train Control (PTC)	9/15/2011	$ 264.49
L60502LB	Signal Normal Replacement Program	12/15/2014	$ 15.00
L60502LD	Babylon Interlocking Renewal	9/15/2014	$ 76.50
L60502LE	Supervisory Control & Remote Terminal Unit	3/14/2015	$ 9.30
L60502LF	Centralized Train Control	3/14/2015	$ 30.00
L60601YA	Shop Reconfig& Reliability Centered Maint Infrastr	9/15/2012	$ 10.40
L60601YB	Hillside Facility Roof Renewal	6/15/2014	$ 6.00
L60601YC	Hillside Maintenance Facility	12/15/2012	$ 2.50
L60601YE	Diesel Locomotive Facility Investments	12/15/2014	$ 5.00
L60601YK	Montauk Yard Improvements	9/15/2014	$ 8.40
L60601YL	Port Washington Yard Reconfiguration	3/15/2015	$ 12.10
L60601YN	New Mid Suffolk Electric Yard	9/15/2015	$ 79.20
L60604YT	Employee Facilities Renewal	9/15/2015	$ 10.00
L60701AA	Substation Replacements	12/15/2015	$ 60.00
L60701AC	Signal Power Motor Generator Replacement	12/15/2014	$ 2.00
L60701AD	Substation Pilot Wire & Relay Replacement	12/15/2014	$ 2.00
L60701AE	3rd Rail - 2000 Million Cubic Meter Cable	12/15/2014	$ 2.50
L60701AF	3rd Rail - Disconnect Switches	12/15/2014	$ 1.00
L60701AG	3rd Rail - Protection Board	12/15/2014	$ 9.20
L60701AH	3rd Rail - Aluminum Rail	12/15/2014	$ 10.90
L60701AJ	Atlantic Avenue Tunnel Lighting	12/15/2015	$ 7.00
L60701AK	Signal Power Line Replacement	12/15/2014	$ 3.00
L60701AL	Power Pole Line Replacement	12/15/2014	$ 3.00
L60701AM	New Substations	12/15/2015	$ 22.10
L60701AN	3rd Rail Feeder Cable Upgrade	12/15/2013	$ 2.50
L60701AP	Negative Reactor Upgrade	12/15/2013	$ 4.00
L60904N3	Chlordane Remediation - 20 Substations	4/15/2012	$ 8.50
L60904N4	Yaphank Landfill Remediation	9/15/2015	$ 9.10
L60904N6	Smithtown Viaduct Remediation	12/15/2014	$ 3.20
L60904NC	Insurance	6/15/2011	$ 1.00
L60904ND	Independent Engineer	12/15/2013	$ 4.30

Metro-North Railroad
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Agency ID.	Project Description	Completion	Project Allocation
M3070106	Penn Station Access	12/15/2011	$ 6.62
M4020304	Parking Expansion	12/15/2011	$ 4.11
M4030203	Purchase MoW Equipment	6/15/2012	$ 9.13
M4040107	Optimize Signal Relay Circuits	5/15/2012	$ 2.61
M4050101	Replace Supply Subs. Br. 23	12/15/2011	$ 1.48
M4050106	Replace Switchgear - 59/72 St.	12/15/2011	$ 14.29
M4080107	Program Contingency	12/15/2011	$ 2.67
M5010104	M-4 Midlife Remanu - 54 cars	1/15/2011	$ 9.96
M5010107	M-8 NHL Purchase - 210+90 Cars	2/15/2011	$ 110.67
M5010109	End Door Coach Remanu-40 cars	3/14/2011	$ 23.82
M5010111	West of Hudson Locomotives -4	12/15/2011	$ 8.60
M5010112	Rolling Stock - Signals - PTC	4/15/2012	$ 5.32
M5020102	GCT Leaks Remediation	6/15/2011	$ 2.40
M5020105	GCT Elevator Rehab. Ph. III	7/15/2011	$ 4.37
M5020108	GCT Water Conveyance Utilities	1/15/2011	$ 3.53
M5020110	GCT Trainshed Block Restoration-Phase 1	3/15/2011	$ 2.50
M5020112	Vital Processor System (GCT)	4/15/2011	$ 6.50
M5020114	GCT IT Data Room	3/15/2011	$ 1.42
M5020202	Croton Harmon/Peekskill Impr.	5/15/2012	$ 15.45
M5020203	Poughkeepsie Station Building	6/15/2011	$ 18.39
M5020205	NHL Stations Improvement	2/15/2011	$ 22.20
M5020206	Station Building Rehabs	2/15/2011	$ 11.31
M5020207	Station & Platform Info. Signs	7/15/2011	$ 1.00
M5020208	Ticket Selling Machines	6/15/2011	$ 3.66
M5020209	Bronx Stations/Capacity Imp	5/15/2011	$ 13.48
M5020210	SmartCard	12/15/2014	$ 2.78
M5020301	Parking Rehabilitation	2/15/2011	$ 1.17
M5020303	Cortlandt Pkg. & Access Imp.	4/15/2011	$ 34.76
M5029901	Tarrytown Station Improvement	1/15/2011	$ 37.31
M5029903	Pok Station Bldg-Doors/Windows	7/15/2011	$ 4.46
M5029905	GCT Elevators	6/15/2011	$ 7.70
M5029909	GCT Facilities Rehabilitation	7/15/2011	$ 22.84
M5030103	GCT T.O./Switch Renewal	1/15/2011	$ 11.90
M5030104	Turnouts: Yards	12/15/2011	$ 5.29
M5030105	M of W Equipment	6/15/2011	$ 10.55
M5030109	Drainage and Undercutting	2/15/2011	$ 7.48
M5030201	Replace/Repair Undergrade Brid	6/15/2011	$ 26.39
M5030203	DC Substation/Sig House Roofs	12/15/2011	$ 2.20
M5030206	Overhead Bridge Program-E of H	5/15/2011	$ 6.00
M5030215	Catenary Painting NHL (NYS)	2/15/2011	$ 3.36
M5030216	Employee Welfare & Storage Fac	8/15/2011	$ 3.15
M5030218	Systemwide Flood Contro	3/15/2011	$ 3.17
M5030303	Moodna/Woodbury Viad. W of H	2/15/2011	$ 4.31
M5030304	Otisville Tunnel - W of H	12/15/2011	$ 1.10
M5030305	Undergrade Br. Program W of H	9/15/2011	$ 8.03
M5040105	Replace CTC Systems - Design	9/15/2011	$ 27.32
M5040107	Signal System Replacement	3/15/2011	$ 31.02
M5040111	C&S Cable Repl GCT-Mott Haven	2/15/2012	$ 4.20
M5040117	PBX Replacement	12/15/2011	$ 2.01
M5040118	Positive Train Control (PTC)	12/15/2012	$ 9.87
M5050102	Tagging Relays - H&H	8/15/2011	$ 12.68
M5050104	Aluminum 3rd Rail & E" Rail GC	12/15/2011	$ 3.16
M5050108	Harlem And Hudson Lines Power	1/15/2011	$ 8.96
M5050109	Harlem And Hudson Lines Substa	5/15/2011	$ 13.99
M5060107	Shops&Yards Misc. Env Imprvmts	10/15/2011	$ 1.40
M5080102	Systemwide Lead/Asbestos Abate	6/15/2011	$ 4.40
M5080103	Environmental Remediation	12/15/2011	$ 1.20
M5080105	Independent Engineer	12/15/2011	$ 3.51
M5080107	Program Scope Development	4/15/2011	$ 15.54
M5080109	Customer & Employee Comms.	4/15/2011	$ 8.96
M5080110	Program Contingency	12/15/2011	$ 17.52
M5080112	WHRTAS Study Phase II AA	6/15/2012	$ 3.64
M5080114	PTC - Scope Development	12/15/2012	$ 4.00
M6010101	EMU Replacement / Repair	5/15/2014	$ 24.97
M6010102	M-8 New Haven Line Purchase	5/15/2014	$ 220.50
M6010103	Shuttle / Switcher Locomotives	12/15/2014	$ 13.10
M6020101	GCT Trainshed / Park Avenue Tunnel Structure	1/15/2011	$ 30.03
M6020102	Park Avenue Tunnel Renewa	12/15/2012	$ 7.50
M6020104	GCT Trainshed Track Structure	12/15/2014	$ 3.00
M6020105	GCT Leaks Remediation	9/15/2015	$ 13.00
M6020106	GCT Elevator Renewal - Phase 4	7/15/2013	$ 7.50
M6020107	GCT Platform Improvements	12/15/2013	$ 3.10
M6020108	GCT Utilities	2/15/2013	$ 27.39
M6020109	Customer Communications - GCT	12/15/2014	$ 2.04

Metro-North Railroad
2011 to 2015 Completions
$ in millions

Agency ID.	Project Description	Completion	Project Allocation
M6020201	Poughkeepsie Station Building	12/15/2015	$ 6.00
M6020202	Fordham Station Improvements	5/15/2012	$ 13.00
M6020203	Harlem Line Station Renewa	12/15/2014	$ 26.78
M6020204	Station Building Renewal / Net Lease	12/15/2014	$ 4.95
M6020206	New Haven Line Stations - Phase II	2/15/2011	$ 34.35
M6020207	Smart Card Improvements	12/15/2012	$ 9.08
M6020208	Customer Communication / Connectivity Improvements	12/15/2012	$ 60.52
M6020301	Parking Renewal	3/14/2014	$ 2.50
M6020302	Strategic Facilities	12/15/2011	$ 45.50
M6030101	2010 Cyclical Track Program	3/15/2011	$ 13.00
M6030102	Turnouts: Mainline / High Speed	11/15/2011	$ 69.81
M6030103	GCT Turnout / Switch Renewa	6/15/2011	$ 13.63
M6030104	Turnouts: Yards / Sidings	12/15/2011	$ 4.41
M6030105	Maintenance of Way Equipment / Rolling Stock	12/15/2011	$ 9.84
M6030106	Cyclical Replacement of Insulated Joints	7/15/2011	$ 2.50
M6030107	Rock Slope Remediation	12/15/2014	$ 7.00
M6030108	Drainage and Undercutting	12/15/2014	$ 10.00
M6030109	Rebuild Retaining Walls	2/15/2012	$ 5.00
M6030111	2011 Cyclical Track Program	6/15/2012	$ 13.00
M6030112	2012 Cyclical Track Program	3/15/2013	$ 13.00
M6030113	2013 Cyclical Track Program	3/15/2014	$ 13.60
M6030114	2014 Cyclical Track Program	3/15/2015	$ 14.28
M6030201	Replace Timbers Undergrade Bridges	12/15/2011	$ 3.68
M6030202	Renew / Replace Railtop Culverts	3/15/2011	$ 3.63
M6030204	DC Substation / Signal House	12/15/2011	$ 1.75
M6030205	Bridge Walkways Installation	4/15/2011	$ 1.87
M6030206	Remove Obsolete Facilities	12/15/2011	$ 3.00
M6030209	Employee Welfare and Storage Facilities	11/15/2012	$ 10.00
M6030210	Replace / Repair Undergrade Bridges	4/15/2012	$ 36.50
M6030211	Harlem River Lift Bridge Cable	12/15/2011	$ 10.50
M6030212	Overhead Bridge Program - East of Hudson	11/15/2012	$ 17.10
M6030213	Catenary Painting/Rehabilitate Catenary Structures	10/15/2012	$ 4.00
M6030214	Park Avenue Viaduct Direct Fixation	9/15/2013	$ 1.80
M6030301	West of Hudson Track Program	12/15/2011	$ 21.18
M6030302	West of Hudson Improvements	12/15/2011	$ 3.79
M6030303	Moodna / Woodbury Viaducts	8/15/2012	$ 10.00
M6030304	Otisville Tunnel Renewa	1/15/2014	$ 3.00
M6030305	West of Hudson Replace / Renew Undergrade Bridges	12/15/2011	$ 11.91
M6040101	Positive Train Control	12/15/2011	$ 187.08
M6040102	West of Hudson Signal Improvements	5/15/2013	$ 67.60
M6040103	Replace Fiber / Communication & Signals Cables	12/15/2011	$ 8.79
M6040104	Replace Field Code System - Mott Haven	9/15/2011	$ 1.76
M6040105	Crossing Upgrades - Phase 2	6/15/2011	$ 1.00
M6040108	Design / Replace Harlem and Hudson Track Relays	12/14/2011	$ 1.21
M6040111	PBX Equipment Upgrade	2/15/2011	$ 2.93
M6040116	Radio Frequency Rebanding	12/15/2011	$ 3.68
M6050101	Substation Bridge 23 - Construction	11/15/2013	$ 28.00
M6050102	Renewal Harlem & Hudson Substations - Construction	12/15/2012	$ 8.00
M6050103	Harlem & Hudson Lines Power Improvements	1/15/2013	$ 35.74
M6050104	Replace Motor Alternators	3/14/2013	$ 8.00
M6050105	Replace Substation Batteries	8/15/2011	$ 1.00
M6050106	Park Avenue Tunnel and Viaduct Alarm	6/15/2013	$ 1.00
M6050107	Harlem River Lift Bridge Breaker Houses / Controls	4/15/2014	$ 13.60
M6050108	Replace 3rd Rail Sectionalizing Switches	12/15/2014	$ 1.26
M6050109	Replace 3rd Rail Brackets - Park Avenue Tunne	9/15/2012	$ 6.00
M6060101	Harmon Shop Improvements	2/15/2011	$ 289.76
M6060102	Wassaic Yard Expansion - D/C	9/15/2014	$ 3.00
M6060103	Other Shops / Yards Renewal	12/15/2014	$ 24.10
M6060104	Port Jervis Yard Expansion	6/15/2013	$ 7.30
M6080101	Systemwide Lead / Asbestos Abatement	8/15/2012	$ 5.00
M6080102	Environmental Remediation	8/15/2012	$ 2.00
M6080103	Railroad Protective Liability	12/15/2011	$ 4.15
M6080104	Independent Engineer	3/15/2012	$ 6.73
M6080107	Program Scope Development	1/15/2012	$ 11.60
M6080108	OCIP - Insurance	12/15/2014	$ 19.88
M6080109	Systemwide Security Initiatives	12/15/2014	$ 5.00

MTA Bridges & Tunnels
2011 to 2015 Completions
$ in millions

Agency ID.	Project Description	Completion	Project Allocation
D401AW04	Capital Program Contingency	7/15/2011	$ 1.14
D403AW80	VMS & Gantry Installation	3/14/2012	$ 5.82
D501AW04	Program Contingency	6/15/2012	$ 18.24
D501BW97	Concrete Anchorage Repairs	12/15/2012	$ 11.10
D501CB09	Substructure/Underwater Repair	3/15/2013	$ 1.80
D501TB23	HRD Ramp	5/15/2011	$ 10.96
D501TN85	Suspended Span Cable Rewrap	12/15/2011	$ 66.29
D501TN87	Anchorage and Tower Protection	3/14/2012	$ 11.81
D502BW89	Elevated & On Grade (Bx) Appr.	10/15/2012	$ 209.52
D502TB64	Replace Deck-RI Viaduct	3/15/2011	$ 247.52
D502TN50	Replace Concrete Deck	4/15/2011	$ 76.68
D502TN82	Rehab of Orthotropic Deck	9/15/2011	$ 2.73
D502VN84	Widening of Belt Parkway Ramps	2/15/2012	$ 4.33
D503AW36	Installation of CCTV/Fiber Opt	4/15/2011	$ 1.71
D503AW37	Operation Centers TS Systems	12/15/2011	$ 3.28
D503AW48	2nd Generation E-Zpass In-Lane	1/15/2011	$ 5.11
D503AW52	Adv. Automated Traffic Detect.	1/15/2011	$ 2.89
D503HH85	Upper Level Toll Plaza Deck	6/15/2011	$ 5.66
D503VN03	New Toll Plaza - Phase 1	1/15/2011	$ 13.80
D504AW80	Variable Message Signs	3/14/2011	$ 3.59
D505AW12	Hazardous Material Abatement	2/15/2011	$ 3.67
D505QM01	Service & FE Building Rehab	4/15/2011	$ 17.32
D505TB57	Tenant Relocation/New Bldg II	6/15/2011	$ 36.64
D506AW22	Miscellaneous	1/15/2011	$ 2.37
D601AW98	Feasibility Study:BBT/QMT Improve/Modernize	8/15/2013	$ 3.37
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	1/15/2012	$ 78.57
D601BW07	Tower and Pier Fender Protection	1/15/2012	$ 3.12
D601BW14	Miscellaneous Structural Rehabilitation	11/15/2011	$ 13.51
D601BW84	Cable Investigation / Monitoring	10/15/2012	$ 9.24
D601BW97	Concrete Anchorage Repairs	1/15/2012	$ 10.75
D601CB09	Substructure & Underwater Work	2/15/2013	$ 20.11
D601HH07	Structural Rehabilitation - Phase I	10/15/2011	$ 8.58
D601HH81	Replace Lower Level South Approach	1/15/2012	$ 8.67
D601MP06	Substructure & Underwater Scour Protection	6/15/2012	$ 17.10
D601MP16	Miscellaneous Steel Repairs	6/15/2012	$ 2.51
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	4/15/2011	$ 20.59
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	6/15/2012	$ 23.03
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	6/15/2011	$ 82.37
D601TN52	Miscellaneous Structural Rehabilitation	4/15/2011	$ 22.04
D601TN60	Anchorage Dehumidification	1/15/2012	$ 3.30
D601VN34	Verrazano-Narrows Bridge Main Cable Testing	1/15/2014	$ 5.36
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	2/15/2012	$ 19.09
D602BB54	Replacement Brooklyn Plaza Structural Slab	1/15/2012	$ 22.33
D602BW89	Deck Replacement - Elevated and On Grade Approach	8/15/2011	$ 291.83
D602HH10	Upper Level Sidewalk / Curb Stringers	9/15/2013	$ 39.15
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	3/15/2011	$ 7.61
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	9/15/2011	$ 414.22

MTA Bridges & Tunnels
2011 to 2015 Completions
$ in millions

Agency ID.	Project Description	Completion	Project Allocation
D602RK74	Replace T-48 Wearing Surface	7/15/2012	$ 12.60
D602RK75	Interim Repairs - Toll Plaza Deck	12/15/2013	$ 47.78
D602TN49	Suspended Span Replacement - Phase A	6/15/2011	$ 96.80
D602TN82	Rehabilitate Orthotropic Deck - Phase B	3/15/2011	$ 51.96
D602VN03	Toll Plaza - East & West Bound Ramps Improvements	4/15/2011	$ 105.82
D602VN80	Replace Upper Level Suspended Span	10/15/2011	$ 413.98
D602VN84	Widening of Belt Parkway Ramps	6/15/2012	$ 6.25
D603AW35	Weather Information Systems	5/15/2011	$ 1.24
D603AW36	Installation of CCTV / Fiber Optic Cable	6/15/2011	$ 12.10
D603AW48	2nd Generation E-Zpass In-Lane	1/15/2011	$ 35.00
D603AW50	Wireless Communications	5/15/2011	$ 2.40
D603AW52	Advanced Traffic Detection / Management System	5/15/2011	$ 4.59
D603AW54	Regional Integration	7/15/2011	$ 3.12
D603AW57	Advanced Traffic Management Systems	7/15/2011	$ 3.71
D603AW62	Smart Card Development	12/15/2012	$ 2.00
D603HH85	Replace Upper Level Toll Plaza Deck	10/15/2012	$ 52.13
D604AW80	Advanced Traveler Infomation Systems	5/15/2011	$ 19.38
D604BB45	Replace Electrical Switchgear & Equipment	6/15/2014	$ 56.74
D604BW15	Necklace Lighting	7/15/2011	$ 10.67
D604MP03	Programmable Logic Controller & Mechanical Rehab.	6/15/2011	$ 20.23
D604QM30	Tunnel Ventilation Building Electrical Upgrade	3/14/2013	$ 70.42
D604QM81	Controls / Communication System	9/15/2012	$ 4.31
D604VN87	Substation #1 Rehabilitation	10/15/2014	$ 16.63
D605AW12	Hazardous Materials Abatement	3/14/2012	$ 8.65
D605BB21	Service Building Rehabilitation	3/15/2011	$ 4.43
D606AW15	MTA Independent Engineer	3/14/2012	$ 3.85
D606AW18	Protective Liability Insurance	12/15/2011	$ 3.89
D606AW22	Miscellaneous	1/15/2011	$ 3.11
D606AW28	Scope Development	7/15/2011	$ 5.92
D606AW85	Traffic Enforcement Support	12/15/2011	$ 7.25
D607AW95	Miscellaneous Agency Wide Painting	12/15/2014	$ 20.12
D607MP21	Paint - Rockaway Point Overpass	2/15/2013	$ 1.09
D607RK65	Paint - Plaza and Approach Ramps	6/15/2014	$ 18.83
D607TN82	Paint - Bronx and Queens Approach Spans	3/15/2011	$ 63.35
D607TN85	Steel Repairs - Suspended Span	7/15/2013	$ 6.24
D607TN87	Paint - Bronx and Queens Tower Fender Systems	5/15/2012	$ 8.31
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	12/15/2014	$ 17.41
D607VN88	Tower Painting - Below Roadway Level	10/15/2012	$ 30.36

MTA Capital Construction Company
2011 to 2015 Completions
$ in millions

Agency ID.	Project Description	Completion	Project Allocation
G30901G1	Service Contracts	12/15/2011	$ 140.07
G30901G2	ESA Project Costs	12/15/2011	$ 17.39
G4090101	Program Management	12/15/2011	$ 99.65
G4090103	Project Management	12/15/2011	$ 46.16
G4090109	Real Estate	2/15/2011	$ 88.12
G4090119	MH Tunnel Excavation	10/15/2012	$ 459.12
G4090120	Queens Open Cut Excavation	12/15/2011	$ 66.70
G4090126	Harold Structures (Part 2A)	1/15/2012	$ 27.07
G4090142	Harold Construction plus	12/15/2013	$ 3.69
G4090143	44th St. & 245 Park Ave. Entr	12/15/2011	$ 42.80
G4090147	Construction Management	2/15/2011	$ 24.55
G4100102	SAS Final Design	6/15/2011	$ 206.06
G4100106	SAS Tunnels 92 St-62 St	1/15/2011	$ 397.06
G4100107	SAS Real Estate	12/14/2012	$ 39.90
G4100109	SAS Construction Management	12/15/2014	$ 80.94
G4120101	FSTC Project-Wide Control	3/14/2011	$ 145.05
G4120106	FSTC 4B- A/C Mezzanine, J/M/Z	11/15/2012	$ 176.87
G4120107	FSTC 4F-Transit Center Enclosure	12/15/2011	$ 224.92
G4120108	FSTC 4G-Corbin Bldg Restoration	12/15/2011	$ 78.48
G4120110	FSTC 4H- R/W to E Connector	12/15/2014	$ 6.00
G4120114	FSTC 4C/D-4/5 Rehab - Dey St Headhouse	12/15/2011	$ 80.91
G4120115	FSTC 4E-Dey St Conc Finishes	9/14/2011	$ 26.22
G4120116	Cortlandt St BWY-BMT Southbound Platform (MTA)	9/15/2011	$ 8.45
G4120198	FSTC Program Contingency	12/15/2012	$ 47.61
G4140101	B&T Security Projs:Infra&Facs	12/15/2012	$ 16.77
G4140102	Verazzano Br Security / Harden	12/15/2011	$ 105.79
G4140201	LIRR Security Projs:Infra&Facs	3/14/2011	$ 13.75
G4140203	Penn Stn LIRR/NYCT Sec/Harden	3/14/2011	$ 52.65
G4140204	East River Tunnels - Security	6/15/2011	$ 46.77
G4140206	ARRA TSGP-Penn Stn Perim Prot	6/15/2011	$ 11.81
G4140301	MNR Security Projs:Infra&Facs	4/15/2011	$ 59.49
G4140302	Grnd Cntrl Security/Hardening	7/15/2011	$ 65.07
G4140309	525 N. Broadway, White Plains	3/14/2011	$ 51.32
G4140401	NYCT Security Projs:Infra&Facs	7/15/2011	$ 206.33
G4140412	04ODP - RollUp Doors - Depots	7/14/2012	$ 3.50
G4140417	CCTV Installation on Buses	7/15/2011	$ 5.00
G4140501	MTA Security Program	5/14/2011	$ 66.07
G4160103	Cortlandt St BWY-BMT Southbound Platform (PANY)	9/15/2011	$ 10.50
G5000101	System Expansion Projects	12/15/2012	$ 100.00
G5000102	South Ferry Terminal	4/15/2011	$ 39.90
G5090101	Program Management	2/15/2011	$ 22.35
G5090102	EIS & Engineering (GEC)	12/15/2011	$ 186.13
G5090103	MTA Management	9/15/2011	$ 29.00
G5090109	Real Estate	12/15/2011	$ 34.24
G5090111	OCIP	12/15/2011	$ 72.11
G5090113	Construction Management	8/15/2011	$ 71.15
G5090114	GCT Concrse Civil&Structural	12/15/2011	$ 556.04
G5090115	50th St. Vent Plant Facility	7/15/2012	$ 99.07
G5090116	General Conditions	12/15/2011	$ 57.74
G5090117	Harold Structures (Part 1)	4/15/2012	$ 179.71
G5090118	Harold Interlocking Stage 1-4	7/15/2011	$ 128.54
G5090119	Harold & Point CIL	9/15/2011	$ 38.84
G5090120	Program Contingency	12/15/2011	$ 37.25
G5090121	Force Account Warehouse	4/15/2015	$ 14.04
G5090122	Queens Bored Infrastructure	9/15/2011	$ 778.48
G5090126	Expansion Joints	12/15/2012	$ 6.77
G5090127	F Interlocking CIL	7/15/2011	$ 8.18
G5090128	Madison Yard Demolition	4/15/2011	$ 42.68
G5090133	Vertical Circulation Elements	4/15/2015	$ 25.78
G5090145	Adv Procurement-Mtls 3rd Party	3/14/2012	$ 31.55
G5090146	Amtrak Access & Protection	12/15/2011	$ 22.19
G5090147	LIRR Access & Protection	12/15/2011	$ 24.25
G5090148	Northern Blvd Crossing	8/15/2012	$ 90.13
G5090149	Manhattan Bldg Improvements	9/15/2011	$ 29.19
G5090151	System Testing & Commissioning	2/15/2013	$ 10.00
G5090152	Force Account Support - CPS	12/15/2011	$ 5.44
G5090153	Manhattan Utilities Relocations	12/15/2011	$ 4.36
G5090154	250 HZ Track Circuit	12/14/2012	$ 12.48
G5100101	Cntract 2A 96 St Stn Structure	6/15/2011	$ 373.10
G5100102	Cntract 4B 72 St Stn Structure	1/15/2011	$ 484.14
G5100103	Cntract 5A 86 St Stn Structure	1/15/2011	$ 47.03
G5100107	Cnt 5B 86St Stn Mining&Lining	8/15/2014	$ 143.76
G5100108	Contract 3: 63rd St Stn Rehab	12/15/2011	$ 200.27
G5100109	Contract 1 Additional Tunneling	3/15/2012	$ 25.50
G5100110	AFC Equipment	12/14/2011	$ 10.50
G5100195	SAS Cost to Cure	5/15/2011	$ 47.00
G5100197	SAS Owner Controlled Insurance	12/15/2011	$ 66.90
G5100198	SAS Real Estate	1/15/2011	$ 193.30
G5100199	Unallocated AFI Contingency	12/15/2014	$ 18.03

MTA Capital Construction Company
2011 to 2015 Completions
$ in millions

Agency ID.	Project Description	Completion	Project Allocation
G5110101	Construction	6/15/2014	$ 467.80
G5110102	Final Design	4/15/2011	$ 130.97
G5110103	Construction Management Svcs	12/15/2011	$ 37.19
G5110104	Running Tunnel	4/15/2011	$ 1,224.94
G5110107	Construction (Site L)	8/15/2012	$ 65.50
G5110108	Construction (Site J)	8/15/2011	$ 130.99
G5110109	Flushing Extension Art	12/15/2012	$ 1.00
G5110110	Construction (Site K)	4/15/2011	$ 62.61
G5110111	Program Management	1/15/2011	$ 1.16
G5140103	B&T Bronx Whitestone Hardening	7/15/2011	$ 44.94
G5140104	B&T Triborough Hardening	1/15/2011	$ 55.88
G5140107	08TSG RFK Bridge Hardening	4/15/2012	$ 5.54
G5140108	08TSG ThrogsNeck ElectSecurity	12/15/2012	$ 15.92
G5140109	08PSGP TN ElectSecurity	5/15/2015	$ 3.18
G5140206	07UASI Jamaic Sta PerimProtect	8/15/2011	$ 4.21
G5140207	08TSG Atlantic Ave Perim Prot	7/15/2011	$ 13.46
G5140303	07TSG GCT Emergency Generators	5/15/2011	$ 20.26
G5140304	09TSG GCT Hardening-Roof Truss/Quad Column (Des)	8/15/2011	$ 4.60
G5140404	2006 BZPP Grant - 63rd Street	3/14/2011	$ 1.00
G5140405	07TSG Access Cntrl/Detect Sys	7/15/2011	$ 15.48
G5140406	07TSG Chambers St IESS	7/15/2011	$ 13.88
G5140407	08TS 34th St Herald Sq AccCntl	8/14/2011	$ 33.50
G5140408	08TSG 47-50 RockCtrAccessCntrl (Design)	8/15/2011	$ 5.23
G5140409	06TSG Lex Ave/TimesSqr Conseq Mgt (Design)	9/14/2011	$ 2.29
G5140410	09TSG 74th St/Roosevelt Ave Access Cntrl	12/14/2012	$ 20.02
G5140411	09TSG 14th St/Union Square Access Cntrl	12/14/2012	$ 24.56
G5140412	09TSG Lexington Ave/53rd St. Access Cntrl	12/14/2012	$ 24.62
G5140413	09TSG 47-50 RockCtrAccessCntrl (Const)	12/14/2012	$ 19.16
G5160102	Lower Manh Const. Command Ctr.	12/15/2011	$ 10.40
G5160103	MTACC Engineering Consultant	7/15/2011	$ 2.28
G6090101	Program Management	1/15/2012	$ 33.57
G6090103	MTA Management	12/15/2012	$ 32.36
G6090105	Manh Structures 1-MNR ForcAcct	5/15/2012	$ 14.89
G6090111	OCIP	12/15/2014	$ 77.91
G6090112	55th St. Ventilation Facility	5/15/2013	$ 71.55
G6090113	Construction Management	12/15/2011	$ 153.48
G6090114	GCT Concrse&Facilities	12/15/2012	$ 209.73
G6090115	Vertical Circulation Elements	4/15/2015	$ 25.52
G6090116	General Conditions	12/15/2014	$ 13.71
G6090117	Manh Structures 2	11/15/2014	$ 319.15
G6090120	Plaza Substation & Structures	12/15/2012	$ 204.05
G6090121	Mid-Day Storage Yard Facility	10/15/2014	$ 155.76
G6090123	Harold Structures - Part 3A	11/15/2013	$ 70.37
G6090124	Harold Structures - Part 3B	8/15/2015	$ 34.18
G6090125	Amtrak Access & Protection	12/15/2012	$ 5.58
G6090126	LIRR Access & Protection	12/15/2012	$ 15.40
G6090127	System Testing & Commissioning	12/15/2014	$ 40.00
G6090128	Rolling Stock Procurement	12/15/2013	$ 202.00
G6090129	Real Estate	12/15/2011	$ 41.71
G6090130	GCT Concourse Civil&Structural	12/14/2014	$ 242.39
G6090131	Manhattan Structures 2A	9/15/2015	$ 59.87
G6090132	48th Street Entrance	12/15/2014	$ 33.91
G6090133	Program Contingency	6/15/2012	$ 44.66
G6090134	Ductbench	12/15/2012	$ 54.66
G6090135	Facility Systems	6/14/2015	$ 434.63
G6090136	Tunnel Systems	10/14/2014	$ 181.67
G6090137	Signal Equipment	12/14/2013	$ 18.69
G6100101	2B/C: Shell/Finishes/MEP 96 St	7/15/2015	$ 450.06
G6100102	4C: Station Finishes/MEP 72 St	4/15/2015	$ 276.74
G6100103	5B: Mining/Lining 86 St	8/15/2014	$ 278.61
G6100106	SAS Construction Management	12/15/2014	$ 15.06
G6100198	Real Estate	12/15/2012	$ 11.80
G61001AW	Artwork	12/15/2012	$ 5.00
G6140102	Sunnyside Station	12/15/2013	$ 3.76
G6140103	W. Bnd By-Pass/E. Bnd Re-Rte	5/15/2015	$ 247.34
G6140104	Loop Interlocking	7/15/2012	$ 31.79
G6140105	Amtrak Buildings	5/15/2011	$ 16.05
G6140106	Rolling Stock Procurement	6/15/2013	$ 50.00
G6140107	Elevators and Escalators	12/15/2011	$ 2.80

MTA Bus
2011 to 2015 Completions
$ in millions

Agency ID.	Project Description	Completion	Project Allocation
U4030213	45 CNG Buses 2009	2/15/2012	$ 25.60
U4030299	Design/Consultant Services	6/15/2011	$ 14.85
U5030202	College Point Building Annex	10/15/2012	$ 3.00
U5030203	Roof/Ventilation LaGuardia	3/14/2011	$ 7.01
U5030204	Elec Upgrd/Emer Gens 6 Depots	5/15/2011	$ 13.32
U5030205	Relo.Tanks/Washers-Eastchester	1/15/2013	$ 10.00
U5030207	Environmental Remediation Rsrv	11/15/2011	$ 6.29
U5030209	Upgrade Parking - JFK & BP	10/15/2011	$ 9.76
U5030210	Security Upgrade CP ECH YONKRS	12/15/2012	$ 2.83
U5030211	Roof/Ventilation Far Rockaway	10/15/2011	$ 6.93
U5030212	Roof/Ventilation Baisley Park	12/15/2011	$ 8.50
U5030213	Roof/Ventilation E'chester Mtc	12/15/2011	$ 3.64
U5030214	Roof/Ventilation JFK	5/15/2012	$ 9.54
U5030215	Fueling Lane & Bus Wash LG	2/14/2012	$ 2.39
U5030216	Addtnl Fuel Capacity BP JFK LG	7/15/2012	$ 8.69
U5030217	Fire Protection JFK LG BP ECH	6/14/2012	$ 11.83
U5030218	Security Upgrade 5 Locs.	11/15/2015	$ 7.50
U5030219	Service Vehicles	12/15/2012	$ 4.00
U5030220	Depot Equipment	5/14/2012	$ 7.16
U5030298	Construction Management Svcs	8/15/2013	$ 5.00
U5030299	Engineering Consultant Svcs	6/15/2011	$ 4.74
U6030204	Security Improvements	1/14/2013	$ 12.20
U6030205	Depot Equipment	1/15/2013	$ 15.00
U6030206	Purchase Service Vehicles	1/15/2015	$ 4.60
U6030207	New Elevator at College Point Depot	1/15/2015	$ 2.20
U6030208	New Apron at JFK Depot	11/15/2013	$ 6.50
U6030209	Renewable Energy-Green Roof Far Rockaway Depot	1/15/2015	$ 2.40
U6030212	"CNG Upgrade/Conversion Spring Creek	1/15/2015	$ 5.00
U6030213	"Depot Modifc.for Articulated Buses:Baisley Pk	1/15/2014	$ 6.10
U6030214	Storeroom Expansion: Various Locations	1/15/2015	$ 3.00
U6030215	Purchase 79 CNG Standard Buses	10/15/2012	$ 42.45
U6030216	Purchase 74 Standard Buses	1/14/2013	$ 46.30
U6030217	Purchase 34 Standard Buses	1/15/2014	$ 25.90
U6030218	Purchase 32 Express Buses	1/15/2014	$ 23.60
U6030219	Purchase 72 Articulated Buses	1/15/2014	$ 65.52
U6030220	Real Time Customer Information	12/14/2013	$ 8.00
U6030221	Design Management Services	1/15/2013	$ 8.70
U6030222	Construction Management Services	12/14/2012	$ 8.70

MTA Police Department Projects
2011 to 2015 Completions
$ in millions

Agency ID.	Project Description	Completion	Project Allocation	
E6100102	Staten Island District Office	12/14/2013	$	12.00
E6100103	Nassau County District Office	12/14/2013	$	13.00
E6100104	Public Safety Radio - Phase 2	12/14/2013	$	60.00
N5100101	Suffolk County District Office	2/15/2011	$	11.47
N5100104	K9 Facility	12/15/2012	$	7.46
N5100109	Public Safety Radio	2/15/2011	$	43.31
N5100115	Merrick Facility	2/15/2011	$	1.49

OPERATING IMPACTS EXCEEDING $1 MILLION
FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2011-2015

NEW YORK CITY TRANSIT CAPITAL PROJECTS

Project: Mother Clara Hale Depot Reconstruction
This is a reconstruction of a bus depot to create a modern facility and increase vehicle handling capacity. The new multi-story depot will replace a single-story structure dating from the 1890's. Impacts will begin in 2011 ($1.5 million), with full impacts in late 2013 ($2.7 million).

Project: Enterprise Security Network Infrastructure
This will install unified threat management network security hardware at all the nodes on the new IP-based enterprise data network. The security hardware will protect mission-critical applications like ATS (Automatic Train Supervision), CBTC (Computer based Train Control), PACIS (Public address and Customer Information System) which are planned to be migrated to new network. Full impacts will start in 2014 ($2.7 million).

Project: 7 West Extension
This project will extend the Flushing Line (7) southwest from 42 St & 8th Ave to a new station at 34 St & 11th Ave. The construction includes new running tunnel and associated right-of-way equipment; vent plants; and a new terminal station with elevators, escalators, HVAC, and other modern station finishes. The extension is currently scheduled to begin revenue service in 4Q 2013. Full impacts will start in 2014 ($12 million).

Project: Fulton St Transit Center Complex
This is a reconfiguration and reconstruction of an existing complex of subway stations. There is an additional underground connecting concourse extending west to the Cortland St Broadway line station, and the design for a new entry pavilion at Fulton and Broadway is still being determined. The complex is being renewed in phases. The renewed complex will be larger and have new escalators and elevators. Full impacts begin in 2014 ($6.4 million).

Project: Public Address/Customer Information Screens – 156 IRT Stations Total impacts begin in 2009, reflecting 20 positions ($2.6 million). Impacts appear in two areas. The TIS area includes vendor software maintenance and resources to support the active directory of the PA/CIS application ($1.2 million). The Electronics Maintenance Division (EMD) includes $1.4 million to maintain assets associated with the enhanced public address system.

OPERATING IMPACTS EXCEEDING $1 MILLION
FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2011-2015

LONG ISLAND RAIL ROAD CAPITAL PROJECTS

Project: East Side Access
This project will expand LIRR service into Grand Central Terminal. The construction includes new tunnel and track along with related right-of-way equipment, vent plants, substations, and a new terminal station with elevators, escalators, and HVAC. The project also includes 236 new rail cars and will introduce an expanded train service plan to support September 2016 Opening Day, impacts will begin before 2016.

Project: Positive Train Control
This project is for the installation of a Positive Train Control (PTC) system for the LIRR. PTC is mandated by the Federal Rail Safety Improvement Act of 2008 for commuter railroads such as the LIRR with an implementation deadline of December 15, 2015. It is an integrated command, control, communication, and geographic information system designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zone limits, and the movement of a train through a switch left in the wrong position. PTC is comprised of five core elements: On-Board Equipment, a Wireless Communication Network, Central Servers, a Dispatching System, and Wayside Equipment. The full operating budget impact has not been identified. However, because of the assets and equipment that will need to be operated and maintained, it is expected that PTC will have an OBI of at least $1 million a year. Partial impacts will begin in 2015 with full impacts realized starting in 2016.

METRO-NORTH RAILROAD CAPITAL PROJECTS

Project: GCT Facilities Rehabilitation
This project renovates the existing Tennis Court Facilities on the 3rd floor including two mezzanines in GCT into a suitable, environmentally-friendly locker/rest facility for Train & Engine (T&E) crews, Building Services/Customer Service Reps, and Fire Brigade personnel. Also included is the construction of two structural floors at the 4th and 5th floor as an option to add at a later. There is a one-time approximate impact in 2011 ($0.98 million) that includes purchase of furniture, and possible increase in positions to manage services. Future impacts in 2012 and on will be minimal. Listed below are six projects and their estimated completion dates, in the next capital campaign (M600 series) that have the potential of achieving cost impacts of over $1M:

- M-8 New Haven Line Purchase
- Customer Communication/Connectivity Improvements
- Positive Train Control
- West of Hudson Signal Improvements
- Harlem & Hudson Signal Improvements
- Harmon Shop Improvements

OPERATING IMPACTS EXCEEDING $1 MILLION
FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2011-2015

MTA CAPITAL CONSTRUCTION COMPANY CAPITAL PROJECTS

There are no capital projects entering beneficial use in 2011-2015 that have an impact on the MTACC's operating budget over $1 million.

MTA BUS COMPANY CAPITAL PROJECTS

There are no capital projects entering beneficial use in 2011-2015 that have an impact on the MTA Bus' operating budget over $1 million.

BRIDGES AND TUNNELS CAPITAL PROJECTS

Project: Anchorage and Tower Improvements at the Throgs Neck Bridge
Best Value Analysis of the 2010-2014 Capital Program resulted in the incorporation of the Major Maintenance Project TNM-338, miscellaneous steel repairs to the tower bases and removal and replacement of concrete encasements, into this Capital Project. The work being capitalized is similar to the work being performed under the capital project, economies of scale are achieved by performing this work under one contract and the work complies with capital eligibility requirements. The major work of this project is structural steel work water for anchorage and tower protection. Impacts reflecting reductions to the major maintenance costs are reflected in 2010 and 2011 ($3.9 million and $2.3 million respectively). These reductions have already been incorporated into the July 2011 Financial Plan.

Project: QMT Maintenance Facility
Best Value Analysis of the 2010-2014 Capital Program resulted in the incorporation of the Major Maintenance Project QMM-332, Borden Avenue Environmental Remediation, into this Capital Project. The work being capitalized complies with capital eligibility requirements and is a GASB #49 reportable remediation. In addition, economies of scale are achieved by performing this work under one contract. Impacts reflecting reductions to the major maintenance costs are reflected in 2010 and 2011 ($0.1 million and $1.1 million respectively). These reductions have already been incorporated into the July 2011 Financial Plan.

MTA POLICE DEPARTMENT CAPITAL PROJECTS

There are no capital projects entering beneficial use in 2011-2015 that have an impact on the MTAPD's operating budget over $1 million.

V. Agency Financial Plans

Bridges and Tunnels

MTA BRIDGES AND TUNNELS
2012 Preliminary Budget
July Financial Plan 2012–2015

FINANCIAL OVERVIEW

While the lingering impact of the economic downturn continues to be a significant challenge for the region's transportation network, B&T continues to be a strong source of fiscal stability to the MTA. In 2011 and 2012, B&T will contribute $883 million and $842 million, respectively in Support to Mass Transit. Since becoming part of the MTA in 1968, B&T has contributed nearly $17.8 billion as of year-end 2010 to mass public transportation.

Last year, B&T undertook a comprehensive organizational assessment to identify cost saving opportunities in both administrative and operational areas. Key initiatives included the consolidation of Maintenance Operations, elimination of the Warehouse, revamping of Maintenance Schedules, improving Engineering processes and Organizational Restructuring, transferring 60 positions in total between 2011 and 2012 across Procurement, Finance, Human Resources, and Technology Departments to the Business Service Center, and Implementation of Best Practice Guidelines. B&T has met all the current goals of the resulting Budget Reduction Program (BRP), which has significantly reduced current and ongoing expenses throughout the July 2011 Financial Plan. In addition, B&T has identified another action that will produce recurring savings beginning in the last quarter of 2011. By eliminating a costly contract for janitorial services and covering these needs with in-house custodial staff, B&T will save approximately $0.4 million annually.

Key changes between the July and February plans are outlined below.

2011 Mid-Year Forecast

In the 2011 Mid-Year Forecast, a total of $1,119.3 million is projected in Baseline Operating Income compared to $1,144.1 million in the 2011 Adopted Budget, a decrease of over $24.8 million from the 2011 Adopted Budget.

Total revenues are $1,530.5 million, which is $30.2 million less than the Adopted Budget. Toll revenue accounts for 98% of all revenues and is projected at $1,502.6 million, which is $27.2 million less than the original estimate. The decrease is primarily the result of unfavorable traffic trends stemming from harsh winter weather early in the year, followed by continuing declines through May due to unexpectedly high gas prices. In addition, E-ZPass market shares have been much higher than originally projected, and the greater proportion of discounted tolls has caused a drop in the average toll per vehicle. These traffic and average toll trends are expected to continue through the end of the year. All in all, of the unfavorable $27.2 million variance in toll revenue, $3.5 million is attributable to winter weather, $14.1 million is due to other adverse traffic trends and $9.6 million is a result of the lower average toll.

Capital Reimbursements have been reduced by $3.9 million to reflect the full implementation of staffing changes made through last year's organizational reassessment of the Engineering and Construction department. Investment Income has also been reduced, by $0.1 million, to incorporate Global Insight's lower projection for short-term investment yields. Partially offsetting these revenue declines is a $1.0 gain in Other Operating Revenue due to greater than originally estimated revenue from E-ZPass administrative fees.

2011 Mid-Year Forecast expenses are $411.3 million, which consists of $231.7 million in labor costs and $179.6 million in non-labor expenses. Total expenses are $5.3 million lower than the Adopted Budget.

Labor expenses are lower by $5.2 million, $3.5 million of which is due to lower capital reimbursable payroll, overtime and fringe benefit costs associated with the full implementation of last year's organizational assessment. On the non-reimbursable side, payroll costs are $1.7 million less than originally planned, overtime has been reduced by $0.1 million, and total fringe expenses are $0.1 million higher. The favorable payroll variance consists of $1.8 million due to vacancies for managerial employees and Bridges & Tunnel Officers (BTOs), offset by $0.1 million for the additional 10 custodial assistants that will start at the beginning of the fourth quarter. The reduction in overtime costs is due to favorable results through May ($1.1 million) partially offset by additional needs through December for heightened security ($0.1 million) and BTO vacancy coverage ($0.9 million).

Non-labor expenses are lower by $0.1 million. Favorable re-estimates for insurance ($0.8 million) and the elimination of the previously mentioned janitorial contract starting in October ($0.2 million) were partially offset by higher re-estimates for heating fuel and gas based on actual and current-year rate assumptions ($0.2 million), additional expenses for the projected write-off for E-ZPass debt ($0.7 million) owing to continuing strained economic conditions, and small increases across a variety of miscellaneous supplies and services.

Total Deductions from Income will decrease by $4.6 million primarily due to lower capitalized asset expenditures ($4.1 million) and adjustments to the GASB 45 reserve ($0.5 million).

Total Support to Mass Transit is $882.7 million compared to $895.1 million in the 2011 Adopted Budget, a decrease of nearly $12.4 million resulting from a nearly $24.9 million drop in Baseline Operating Income ($30.2 million in revenue losses offset by $5.3 million in lower expenses), partially offset by lower expenses for B&T Debt Service ($8.0 million), capitalized assets ($4.1 million) and an adjustment to GASB Reserves ($0.5 million).

In 2011, total planned headcount is 1,663, an increase of 10 positions from the Adopted Budget. The additional positions are custodial assistants who will begin October 2011.

Total salary and fringe benefit costs are more than offset by the elimination of the current janitorial contract. The net annual savings will be approximately $0.4 million. Also included in the total headcount are 44 capital reimbursable full-time equivalents.

Details regarding the reconciliation of the 2011 Mid-Year Forecast to the Adopted Budget and the assumptions for traffic and headcount are discussed in the Plan-to-Plan Summary of Changes and the Other Assumptions sections.

2012 Preliminary Budget - Baseline

In the 2012 Preliminary Budget, a total of $1,108.1 million is projected in Baseline Operating Income compared to $1,142.2 million in the February Financial Plan, a decrease of over $34.1 million.

Total revenues are $1,538.9 million, which is $33.8 million lower than the February Financial Plan. Toll revenue has been revised downward by $30.6 million to reflect the lower baseline traffic trends from 2011, adjusted for the unusually severe 2011 winter weather. The toll revenue forecast also assumes a lower average toll per vehicle stemming from programmatic efforts to further increase E-ZPass usage at B&T facilities. Lastly, the forecast reflects Global Insight's current projection for regional (New York City, Long Island and Westchester) employment growth of 1.1%, which is slightly lower than the Adopted Budget assumption of 1.4%. Capital Reimbursements have been reduced by $3.5 million to incorporate the full implementation of staffing changes made through 2010's organizational reassessment. Other Operating Revenue has been increased by $1.0 million to include expected higher revenues from E-ZPass administrative fees and Investment Income has been taken down by $0.7 million to reflect Global Insight's lower projection for short-term investment yields.

Expenses are $430.8 million, which are composed of $247.2 million in labor costs and $183.6 million in non-labor expenses. Overall expenses are $0.4 million higher than the February Financial Plan.

Labor costs are projected to be higher by $0.9 million due to higher Health and Welfare and OPEB Current Payment rate assumptions. These two categories combined cost an additional $3.4 million in non-reimbursable expenses. Partially offsetting these higher costs are $2.8 million lower expenses in total for capital reimbursable payroll, overtime and fringe benefits associated with the continuation of 2010's organizational assessment. Non-reimbursable pension expenses have also been favorably re-estimated, by $0.6 million, based on the latest actuarial valuations provided by NYCERS. Non-reimbursable payroll is $0.8 million higher, $0.3 million of which is for the additional 10 custodial assistants previously mentioned, and $0.5 million is due to a delay in the timing of transferring payroll and human resources personnel to the Business Service Center.

Non-labor expenses are lower by $0.5 million. Favorable re-estimate of insurance costs as provided by MTA Risk Management ($0.7 million) and the elimination of the previously discussed janitorial contract ($0.9 million) were partially offset by an increase

in the projected write-off for E-ZPass debt ($0.7 million), under the assumption that continued economic pressure will result in additional uncollectable account balances, higher projections for heating fuel and gas based on actual and current-year rate assumptions ($0.1 million), higher costs for guard services stemming from heightened security efforts ($0.2 million), and small increases across a variety of miscellaneous supplies and services.

An adjustment to GASB Reserves reduces Total Deductions from Income by $0.6 million.

Total Support to Mass Transit is $842.3 million compared to $880.8 million in the February Financial Plan, a decrease of $38.5 million resulting from a $34.2 million drop in Baseline Operating Income ($33.8 million in revenue losses and $0.4 million in additional expenses), higher expenses for B&T Debt Service ($4.9 million), offset by an adjustment to the GASB Reserves ($0.6 million).

In 2012, total headcount is budgeted at 1,636, which includes 44 reimbursable positions.

Further details regarding the reconciliation of the July Financial Plan to the February Financial Plan and the assumptions for traffic and headcount are discussed in the Plan-to-Plan Summary of Changes and the Other Assumptions sections.

2013-2015 Projections

The 2013 projection for Baseline Operating Income is $1,089.8 million compared to $1,126.7 million in the February Financial Plan. This consists of $1,539.4 million in revenues, less $449.6 million in expenses. The expenses are comprised of $255.4 million in labor costs and $194.2 million in non-labor expenses.

The 2014 projection for Baseline Operating Income is $1,075.0 million compared to $1,111.1 million in the February Financial Plan. This consists of $1,547.0 million in revenues, offset by $472.0 million in expenses. The expenses are comprised of nearly $266.0 million in labor costs and $206.1 million in non-labor expenses.

In 2015, the projection for Baseline Operating Income is $1,047.5 million compared to $1,089.0 million in the February Financial Plan. This consists of $1,554.1 million in revenues, offset by nearly $506.7 million in expenses. The expenses are comprised of $278.6 million in labor costs and $228.1 million in non-labor expenses.

In 2013 to 2015, the total baseline planned headcount will be 1,636, which includes 44 capitally-reimbursable positions.

Details for the reconciliations of the July Financial Plan to the February Financial Plan are discussed in the Plan-to-Plan Summary of Changes, and the assumptions guiding traffic and headcount projections are discussed in the Other Assumptions section.

MTA BRIDGES AND TUNNELS
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Operating Revenue						
Vehicle Toll Revenue	$1,417.046	$1,502.580	$1,509.731	$1,508.757	$1,516.296	$1,522.593
Other Operating Revenue	15.723	13.741	13.939	13.761	13.609	13.454
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.147	0.215	1.156	2.701	2.859	3.596
Total Revenue	**$1,432.916**	**$1,516.536**	**$1,524.826**	**$1,525.219**	**$1,532.764**	**$1,539.643**
Operating Expenses						
Labor:						
Payroll	$122.138	$122.231	$128.110	$129.174	$131.661	$134.915
Overtime	18.456	21.214	21.510	21.528	21.771	22.174
Health and Welfare	19.553	21.542	24.952	27.196	29.601	32.361
OPEB Current Payment	12.308	14.483	16.598	18.058	19.647	21.376
Pensions	24.490	27.917	31.653	34.583	37.850	41.509
Other Fringe Benefits	18.618	15.608	15.448	15.754	16.239	16.892
Reimbursable Overhead	(6.064)	(5.329)	(5.116)	(5.114)	(5.095)	(5.145)
Total Labor Expenses	**$209.499**	**$217.667**	**$233.155**	**$241.179**	**$251.674**	**$264.083**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	6.514	6.878	7.523	8.232	9.012	9.869
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	122.395	117.705	121.613	128.785	146.303	166.439
Professional Service Contracts	11.785	19.377	20.529	20.898	21.262	21.690
Materials & Supplies	29.845	31.917	30.119	32.410	25.590	26.096
Other Business Expenses	3.172	3.726	3.828	3.883	3.943	4.003
Total Non-Labor Expenses	**$173.711**	**$179.603**	**$183.613**	**$194.208**	**$206.110**	**$228.097**
Other Expense Adjustments:						
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses Before Depreciation and GASB Adjs.	**$383.210**	**$397.270**	**$416.768**	**$435.387**	**$457.784**	**$492.179**
Add: Depreciation	$77.846	$85.618	$89.928	$94.429	$104.389	$111.667
Add: OPEB Obligation	54.592	57.310	59.475	62.579	60.125	66.240
Add: Environmental Remediation	0.239	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	**$515.887**	**$540.198**	**$566.171**	**$592.395**	**$622.298**	**$670.086**
Less: Depreciation	77.846	85.618	89.928	94.429	104.389	111.667
Less: OPEB Obligation	54.592	57.310	59.475	62.579	60.125	66.240
Total Expenses	**$383.449**	**$397.270**	**$416.768**	**$435.387**	**$457.784**	**$492.179**
Baseline Income/(Deficit)	**$1,049.467**	**$1,119.266**	**$1,108.058**	**$1,089.832**	**$1,074.980**	**$1,047.464**

MTA BRIDGES AND TUNNELS
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

REIMBURSABLE

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Vehicle Toll Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	14.589	13.997	14.051	14.194	14.261	14.494
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	**$14.589**	**$13.997**	**$14.051**	**$14.194**	**$14.261**	**$14.494**
Expenses						
Labor:						
Payroll	$5.178	$5.588	$5.577	$5.566	$5.522	$5.522
Overtime	0.379	0.134	0.202	0.158	0.115	0.100
Health and Welfare	1.386	1.006	1.115	1.202	1.276	1.358
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.965	1.241	1.366	1.475	1.574	1.679
Other Fringe Benefits	0.617	0.699	0.675	0.679	0.679	0.690
Reimbursable Overhead	6.064	5.329	5.116	5.114	5.095	5.145
Total Labor Expenses	**$14.589**	**$13.997**	**$14.051**	**$14.194**	**$14.261**	**$14.494**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expense Adjustments:						
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses Before Depreciation and GASB Adjs.	**$14.589**	**$13.997**	**$14.051**	**$14.194**	**$14.261**	**$14.494**
Add: Depreciation	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	**$14.589**	**$13.997**	**$14.051**	**$14.194**	**$14.261**	**$14.494**
Less: Depreciation	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$14.589**	**$13.997**	**$14.051**	**$14.194**	**$14.261**	**$14.494**
Baseline Income/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA BRIDGES AND TUNNELS
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE / REIMBURSABLE
Page 1 of 2

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Vehicle Toll Revenue	$1,417.046	$1,502.580	$1,509.731	$1,508.757	$1,516.296	$1,522.593
Other Operating Revenue	15.723	13.741	13.939	13.761	13.609	13.454
Capital and Other Reimbursements	14.589	13.997	14.051	14.194	14.261	14.494
Investment Income	0.147	0.215	1.156	2.701	2.859	3.596
Total Revenue	**$1,447.505**	**$1,530.533**	**$1,538.877**	**$1,539.413**	**$1,547.025**	**$1,554.137**
Expenses						
Labor:						
Payroll	$127.316	$127.819	$133.687	$134.740	$137.183	$140.437
Overtime	18.835	21.348	21.712	21.686	21.886	22.274
Health and Welfare	20.939	22.548	26.067	28.398	30.877	33.719
OPEB Current Payment	12.308	14.483	16.598	18.058	19.647	21.376
Pensions	25.455	29.158	33.019	36.058	39.424	43.188
Other Fringe Benefits	19.235	16.307	16.123	16.433	16.918	17.582
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	**$224.088**	**$231.664**	**$247.206**	**$255.373**	**$265.935**	**$278.577**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	6.514	6.878	7.523	8.232	9.012	9.869
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	122.395	117.705	121.613	128.785	146.303	166.439
Professional Service Contracts	11.785	19.377	20.529	20.898	21.262	21.690
Materials & Supplies	29.845	31.917	30.119	32.410	25.590	26.096
Other Business Expenses	3.172	3.726	3.828	3.883	3.943	4.003
Total Non-Labor Expenses	**$173.711**	**$179.603**	**$183.613**	**$194.208**	**$206.110**	**$228.097**
Other Expense Adjustments:						
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses Before Depreciation and GASB Adjs.	**$397.799**	**$411.267**	**$430.819**	**$449.581**	**$472.045**	**$506.673**
Add: Depreciation	$77.846	$85.618	$89.928	$94.429	$104.389	$111.667
Add: OPEB Obligation	54.592	57.310	59.475	62.579	60.125	66.240
Add: Environmental Remediation	0.239	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	**$530.476**	**$554.195**	**$580.222**	**$606.589**	**$636.559**	**$684.580**
Less: Depreciation	$77.846	$85.618	$89.928	$94.429	$104.389	$111.667
Less: OPEB Obligation	54.592	57.310	59.475	62.579	60.125	66.240
Total Expenses	**$398.038**	**$411.267**	**$430.819**	**$449.581**	**$472.045**	**$506.673**
Baseline Income/(Deficit)	**$1,049.467**	**$1,119.266**	**$1,108.058**	**$1,089.832**	**$1,074.980**	**$1,047.464**

MTA BRIDGES AND TUNNELS
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE / REIMBURSABLE

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Baseline Income/(Deficit)	**$1,049.467**	**$1,119.266**	**$1,108.058**	**$1,089.832**	**$1,074.980**	**$1,047.464**
Deductions from Income:						
Less: Capitalized Assets	$10.656	$12.494	$20.222	$18.451	$18.413	$18.379
Reserves	14.340	14.353	14.548	14.762	15.003	15.258
GASB 45 Reserves	2.322	1.831	1.911	1.921	1.956	2.006
Adjusted Baseline Income/(Deficit)	**$1,022.149**	**$1,090.588**	**$1,071.377**	**$1,054.698**	**$1,039.608**	**$1,011.821**
Less: Debt Service	592.893	612.007	624.685	639.978	662.023	692.544
Income Available for Distribution	**$429.256**	**$478.581**	**$446.692**	**$414.721**	**$377.585**	**$319.277**
Distributable To:						
MTA - Investment Income	$0.147	$0.215	$1.156	$2.701	$2.859	$3.596
MTA - Distributable Income	277.083	302.727	283.740	267.205	248.615	218.979
NYCT - Distributable Income	152.026	175.638	161.796	144.815	126.111	96.702
Total Distributable Income:	**$429.256**	**$478.581**	**$446.692**	**$414.721**	**$377.585**	**$319.277**
Actual Cash Tranfers:						
MTA - Investment Income	$0.256	$0.147	$0.215	$1.156	$2.701	$2.859
MTA - Transfers	265.776	309.857	285.638	268.858	250.474	221.942
NYCT - Transfers	140.167	174.057	163.180	146.513	127.981	99.643
Total Cash Transfers:	**$406.199**	**$484.060**	**$449.034**	**$416.527**	**$381.156**	**$324.445**
SUPPORT TO MASS TRANSIT:						
Total Revenues	$1,447.505	$1,530.533	$1,538.877	$1,539.413	$1,547.025	$1,554.137
Less: Net Operating Expenses	398.038	411.267	430.819	449.581	472.045	506.673
Net Operating Income:	**$1,049.467**	**$1,119.266**	**$1,108.058**	**$1,089.832**	**$1,074.980**	**$1,047.464**
Deductions from Operating Income:						
B&T Debt Service	$179.535	$207.841	$229.063	$243.067	$264.849	$295.955
Capitalized Assets	10.656	12.494	20.222	18.451	18.413	18.379
Reserves	14.340	14.353	14.548	14.762	15.003	15.258
GASB Reserves	2.322	1.831	1.911	1.921	1.956	2.006
Total Deductions from Operating Income:	**$206.853**	**$236.520**	**$265.744**	**$278.201**	**$300.221**	**$331.598**
Total Support to Mass Transit:	**$842.614**	**$882.747**	**$842.314**	**$811.632**	**$774.759**	**$715.866**

MTA BRIDGES AND TUNNELS
2012 Preliminary Budget
July Financial Plan 2012–2015
Year-to-Year Changes by Category - Baseline

Toll Revenue

- At current crossing charges, revenues are estimated at $1,502.6 million in 2011 and $1,509.7 million in 2012, and increase of $7.1 million based on adjustments for the extremely severe winter weather in 2011, an additional day due to the leap-year, and 1.7% growth in regional (New York City, Long Island and Westchester) employment as projected by Global Insight. The revenue forecast incorporates Global Insight's projected 1.5% growth in regional employment for 2013, but the resulting year-to-year gains in traffic volume are more than offset by the return to a normal 365-day year, and also by a lower average toll per vehicle stemming from an expected higher proportion of discounted traffic volume achieved through continuing programmatic efforts to increase E-ZPass market shares. The net year-to-year decline is just under $1.0 million, which brings toll revenue down to $1,508.8 in 2013. Revenues then grow to $1,516.3 million in 2014 and to $1,522.6 million in 2015, primarily resulting from regional employment growth of 1.7% and 1.6% in those years respectively, as reflected in the current projections provided by Global Insight.
- Traffic is expected to reach 283.5 million vehicles in 2011. The forecast for 2012 through 2015, which incorporates the projections for regional employment cited above, is 286.2 million vehicles in 2012, 287.1 million in 2013, 289.2 million in 2014 and 291.2 million in 2015.

Other Operating Revenue

- Other Operating Revenue is projected at $13.7 million in 2011 and $13.9 million in 2012, primarily reflecting anticipated improvements in receipts from the Battery Parking garage.
- Other Operating Revenue decreases approximately $0.2 million each year from 2013 through 2015, due to anticipated reductions in revenue from E-ZPass administrative fees.

Capital and Other Reimbursements

- Capital and Other Reimbursements increase by $0.1 million annually in 2012, 2013, and 2014, and by $0.2 million in 2015. These adjustments are tied to the expected work to be performed for the 2010-2014 Capital Program.

Investment Income

- The Investment Income plan for 2012 through 2015 reflects earnings on estimated fund balances based on Global Insight's forecasts for short-term investment yields. Projected Investment Income is estimated at $1.2 million in 2012, an increase of $0.9 million from 2011.
- Investment income is projected to grow to $2.7 million in 2013, $2.9 million in 2014 and $3.6 million in 2015.

Payroll

- In 2012, expenses increase by $5.9 million, primarily reflecting contractual step-up increases, the filling of 2011 vacancies and inflationary adjustments ($7.1 million), a full year's impact of the 10 additional custodial assistants hired in the fourth quarter of 2011 as part of a cost saving initiative to reduce cleaning contracts ($0.2 million), offset by $1.4 million in savings from the transfer of 27 positions to the Business Service Center effective April 2012.
- Thereafter, expenses increase by contractual step-up increases and inflationary adjustments by $1.1 million in 2013, $2.4 million in 2014, and $3.3 million in 2015.
- Per the MTA, wage inflation for non-represented employees is 2.20% in 2012, 1.97% in 2013, 1.91% in 2014 and 1.85% in 2015, and for represented employees, wage inflation averages 2.05% in 2012, 0.81% in 2013, 0.78% in 2014 and 2.11% in 2015.

Overtime

- In 2012, there is an increase of $0.4 million primarily due to wage inflation.
- Thereafter, the change is insignificant in 2013, and 2014 and 2015 increase by $0.2 million and $0.4 million, respectively, due to inflationary adjustments.
- Wage inflation rates for overtime are the same as for payroll.

Health and Welfare/OPEB Current Payments

- In 2012, there is an increase of $5.6 million from 2011 due to upward adjustments to the rate assumptions provided by the MTA ($5.8 million) offset by $0.2 million in savings from the transfer of 27 positions to the Business Service Center effective April 2012.
- The year-over-year net increases from 2013 to 2015 are $3.7 million, $4.0 million, and $4.5 million, respectively, and are the result of increased rate assumptions provided by the MTA.
- Inflation rates for defined medical programs are 14.6% for 2012 and 8.8% for each year thereafter.

Pension

- In 2012, there is a $3.9 million increase from 2011, based on the latest NYCERS actuarial valuations.
- The increases of $3.0 million in 2013, $3.4 million in 2014 and $3.8 in 2015 are due to inflationary adjustments.
- Inflation rates for pension are 13.24% in 2012, 9.21% in 2013, 9.33% in 2014 and 9.55% in 2015.

Other Fringe Benefits

- The year-over-year decrease from 2011 to 2012 is $0.2 million and is primarily due to lower FICA and other expenses associated with the expected transfer of personnel to the Business Service Center.
- Thereafter, expenses increase by $0.3 million in 2013, $0.5 million in 2014 and $0.7 million in 2015 primarily due to inflationary adjustments.
- Inflation rates for other fringe benefits are 1.92% in 2013, 2.95% in 2014 and 3.92% in 2015.

Insurance

- Insurance expenses increase between $0.6 million and $0.9 million annually from 2012 through 2015 based on MTA Risk Management's most recent estimates.

Maintenance and Other Operating Contracts

- In 2012, expenses are $3.9 million higher than 2011 primarily due to higher anticipated costs for the E-ZPass Customer Service Center and credit card fees stemming from increased E-ZPass usage ($1.8 million), projected rate increases from the New York Power Authority ($1.1 million), higher heating fuel costs ($0.3 million), and CPI-U adjustments.
- For 2013, expenses are $7.2 million greater than 2012 primarily due to expected increases in maintenance painting needs that will not be eligible for capital funding ($3.5 million), higher costs for the E-ZPass Customer Service Center and credit card fees ($1.8 million), higher rates from the New York Power Authority ($1.1 million), and CPI-U adjustments.
- In 2014, expenses are $17.5 million higher than 2013 primarily due to anticipated increases in maintenance painting needs that will not be eligible for capital funding ($12.8 million), higher costs for the E-ZPass Customer Service Center and credit card fees ($1.9 million), higher rates from the New York Power Authority ($1.5 million), and CPI-U adjustments.
- For 2015, expenses are $20.1 million higher than 2014 primarily due to anticipated increases in maintenance painting needs that will not be eligible for capital funding ($15.6 million), higher costs for the E-ZPass Customer Service Center and credit card fees ($2.0 million), higher rates from the New York Power Authority ($1.9 million), and CPI-U adjustments.

- CPI-U increases are 1.95% in 2012, 2.04% in 2013, 2.22% in 2014 and 2.13% in 2015 based on forecasts for national inflation provided by Global Insight.

Professional Service Contracts

- In 2012, expenses are higher by $1.2 million due primarily to higher anticipated needs for planning studies ($0.8 million) and CPI-U adjustments.
- For 2013-2015 expenses are higher by approximately $0.4 million each year due to CPI-U adjustments.
- CPI-U increases are 1.95% in 2012, 2.04% in 2013, 2.22% in 2014 and 2.13% in 2015 based on forecasts for national inflation provided by Global Insight.

Materials and Supplies

- 2012 expenses are $1.8 million lower due to a decrease in the number of tags requiring replacement through the tag replacement program ($1.8 million) and small favorable re-estimates in a variety of miscellaneous areas ($0.5 million), offset by CPU-U increases.
- For 2013, expenses are $2.3 million higher primarily due to anticipated higher tag prices ($1.9 million) and CPI-U increases.
- In 2014, expenses are $6.8 million lower primarily due to reduced tag replacement program needs ($7.1 million) offset by CPI-U increases.
- For 2015, expenses are $0.5 million higher due to CPI-U increases.
- CPI-U increases are 1.95% in 2012, 2.04% in 2013, 2.22% in 2014 and 2.13% in 2015 based on forecasts for national inflation provided by Global Insight.

Other Business Expenses

- Exenses from 2012 through 2015 are approximately $0.1 million higher each year due to CPI-U increases.
- CPI-U increases are 1.95% in 2012, 2.04% in 2013, 2.22% in 2014 and 2.13% in 2015 based on forecasts for national inflation provided by Global Insight.

MTA BRIDGES AND TUNNELS
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Vehicle Toll Revenue	$ 1,502.580	$ 1,509.731	$ 7.151	$ 1,508.757	$ (0.974)	$ 1,516.296	$ 7.539	$ 1,522.593	$ 6.297
Other Operating Revenue	13.741	13.939	0.198	13.761	(0.178)	13.609	(0.152)	13.454	(0.155)
Capital and Other Reimbursements	0.000	0.000	-	0.000	-	0.000	-	0.000	-
Investment Income	0.215	1.156	0.941	2.701	1.545	2.859	0.158	3.596	0.737
Total Revenue	**$ 1,516.536**	**$ 1,524.826**	**$ 8.290**	**$ 1,525.219**	**$ 0.393**	**$ 1,532.764**	**$ 7.545**	**$ 1,539.643**	**$ 6.879**
Expenses									
Labor:									
Payroll	$ 122.231	$ 128.110	$ (5.878)	$ 129.174	$ (1.064)	$ 131.661	$ (2.487)	$ 134.915	$ (3.254)
Overtime	21.214	21.510	(0.296)	21.528	(0.018)	21.771	(0.243)	22.174	(0.402)
Health and Welfare	21.542	24.952	(3.410)	27.196	(2.244)	29.601	(2.405)	32.361	(2.761)
OPEB Current Payment	14.483	16.598	(2.115)	18.058	(1.460)	19.647	(1.589)	21.376	(1.729)
Pensions	27.917	31.653	(3.736)	34.583	(2.930)	37.850	(3.267)	41.509	(3.659)
Other Fringe Benefits	15.608	15.448	0.160	15.754	(0.306)	16.239	(0.485)	16.892	(0.653)
Reimbursable Overhead	(5.329)	(5.116)	(0.213)	(5.114)	(0.002)	(5.095)	(0.019)	(5.145)	0.050
Total Labor Expenses	**$ 217.667**	**$ 233.155**	**$ (15.488)**	**$ 241.179**	**$ (8.023)**	**$ 251.674**	**$ (10.496)**	**$ 264.083**	**$ (12.408)**
Non-Labor:									
Traction and Propulsion Power	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-
Insurance	6.878	7.523	(0.645)	8.232	(0.709)	9.012	(0.780)	9.869	(0.857)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	117.705	121.613	(3.909)	128.785	(7.172)	146.303	(17.518)	166.439	(20.136)
Professional Service Contracts	19.377	20.529	(1.152)	20.898	(0.369)	21.262	(0.364)	21.690	(0.428)
Materials & Supplies	31.917	30.119	1.798	32.410	(2.291)	25.590	6.820	26.096	(0.506)
Other Business Expenses	3.726	3.828	(0.102)	3.883	(0.055)	3.943	(0.060)	4.003	(0.060)
Total Non-Labor Expenses	**$ 179.603**	**$ 183.613**	**$ (4.010)**	**$ 194.208**	**$ (10.596)**	**$ 206.110**	**$ (11.902)**	**$ 228.097**	**$ (21.987)**
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Total Expenses before Depreciation and GASB Adjs.	**$ 397.270**	**$ 416.768**	**$ (19.498)**	**$ 435.387**	**$ (18.619)**	**$ 457.784**	**$ (22.397)**	**$ 492.179**	**$ (34.395)**
Add: Depreciation	$ 85.618	$ 89.928	$ (4.310)	$ 94.429	$ (4.501)	$ 104.389	$ (9.960)	$ 111.667	$ (7.278)
Add: OPEB Obligation	57.310	59.475	(2.165)	62.579	(3.104)	60.125	2.454	66.240	(6.115)
Add: Environmental Remediation	-	-	-	-	-	-	-	-	-
Total Expenses after Depreciation and GASB Adjs.	**$ 540.198**	**$ 566.171**	**$ (25.973)**	**$ 592.395**	**$ (26.224)**	**$ 622.298**	**$ (29.903)**	**$ 670.086**	**$ (47.788)**
Less: Depreciation	85.618	89.928	(4.310)	94.429	(4.501)	104.389	(9.960)	111.667	(7.278)
Less: OPEB Obligation	57.310	59.475	(2.165)	62.579	(3.104)	60.125	2.454	66.240	(6.115)
Total Expenses	**$ 397.270**	**$ 416.768**	**$ (19.498)**	**$ 435.387**	**$ (18.619)**	**$ 457.784**	**$ (22.397)**	**$ 492.179**	**$ (34.395)**
Baseline Income/(Deficit)	**$ 1,119.266**	**$ 1,108.058**	**$ (11.208)**	**$ 1,089.832**	**$ (18.226)**	**$ 1,074.980**	**$ (14.852)**	**$ 1,047.464**	**$ (27.516)**

MTA BRIDGES AND TUNNELS
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Vehicle Toll Revenue	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	13.997	14.051	0.054	14.194	0.143	14.261	0.067	14.494	0.233
Investment Income	-	-	-	-	-	-	-	-	-
Total Revenue	**$ 13.997**	**$ 14.051**	**$ 0.054**	**$ 14.194**	**$ 0.143**	**$ 14.261**	**$ 0.067**	**$ 14.494**	**$ 0.233**
Expenses									
Labor:									
Payroll	$ 5.588	$ 5.577	$ 0.011	$ 5.566	$ 0.011	$ 5.522	$ 0.044	$ 5.522	$ -
Overtime	0.134	0.202	(0.068)	0.158	0.044	0.115	0.043	0.100	0.015
Health and Welfare	1.006	1.115	(0.109)	1.202	(0.087)	1.276	(0.074)	1.358	(0.082)
OPEB Current Payment	-	-	-	-	-	-	-	-	-
Pensions	1.241	1.366	(0.125)	1.475	(0.109)	1.574	(0.099)	1.679	(0.105)
Other Fringe Benefits	0.699	0.675	0.024	0.679	(0.004)	0.679	-	0.690	(0.011)
Reimbursable Overhead	5.329	5.116	0.213	5.114	0.002	5.095	0.019	5.145	(0.050)
Total Labor Expenses	**$ 13.997**	**$ 14.051**	**$ (0.054)**	**$ 14.194**	**$ (0.143)**	**$ 14.261**	**$ (0.067)**	**$ 14.494**	**$ (0.233)**
Non-Labor:									
Traction and Propulsion Power	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-
Other Business Expenses	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Total Expenses before Depreciation and GASB Adjs.	**$ 13.997**	**$ 14.051**	**$ (0.054)**	**$ 14.194**	**$ (0.143)**	**$ 14.261**	**$ (0.067)**	**$ 14.494**	**$ (0.233)**
Add: Depreciation	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Add: OPEB Obligation	-	-	-	-	-	-	-	-	-
Add: Environmental Remediation	-	-	-	-	-	-	-	-	-
Total Expenses after Depreciation and GASB Adjs.	**$ 13.997**	**$ 14.051**	**$ (0.054)**	**$ 14.194**	**$ (0.143)**	**$ 14.261**	**$ (0.067)**	**$ 14.494**	**$ (0.233)**
Less: Depreciation	-	-	-	-	-	-	-	-	-
Less: OPEB Obligation	-	-	-	-	-	-	-	-	-
Total Expenses	**$ 13.997**	**$ 14.051**	**$ (0.054)**	**$ 14.194**	**$ (0.143)**	**$ 14.261**	**$ (0.067)**	**$ 14.494**	**$ (0.233)**
Baseline Income/(Deficit)	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

MTA BRIDGES AND TUNNELS
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

NON-REIMBURSABLE and REIMBURSABLE
(Page 1 of 2)

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Vehicle Toll Revenue	$ 1,502.580	$ 1,509.731	$ 7.151	$ 1,508.757	$ (0.974)	$ 1,516.296	$ 7.539	$ 1,522.593	$ 6.297
Other Operating Revenue	13.741	13.939	0.198	13.761	(0.178)	13.609	(0.152)	13.454	(0.155)
Capital and Other Reimbursements	13.997	14.051	0.054	14.194	0.143	14.261	0.067	14.494	0.233
Investment Income	0.215	1.156	0.941	2.701	1.545	2.859	0.158	3.596	0.737
Total Revenue	**$ 1,530.533**	**$ 1,538.877**	**$ 8.344**	**$ 1,539.413**	**$ 0.536**	**$ 1,547.025**	**$ 7.612**	**$ 1,554.137**	**$ 7.112**
Expenses									
Labor:									
Payroll	$ 127.819	$ 133.687	$ (5.867)	$ 134.740	$ (1.053)	$ 137.183	$ (2.443)	$ 140.437	$ (3.254)
Overtime	21.348	21.712	(0.364)	21.686	0.026	21.886	(0.200)	22.274	(0.387)
Health and Welfare	22.548	26.067	(3.519)	28.398	(2.331)	30.877	(2.479)	33.719	(2.843)
OPEB Current Payment	14.483	16.598	(2.115)	18.058	(1.460)	19.647	(1.589)	21.376	(1.729)
Pensions	29.158	33.019	(3.861)	36.058	(3.039)	39.424	(3.366)	43.188	(3.764)
Other Fringe Benefits	16.307	16.123	0.184	16.433	(0.310)	16.918	(0.485)	17.582	(0.664)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenses	**$ 231.664**	**$ 247.206**	**$ (15.542)**	**$ 255.373**	**$ (8.166)**	**$ 265.935**	**$ (10.563)**	**$ 278.577**	**$ (12.641)**
Non-Labor:									
Traction and Propulsion Power	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-
Insurance	6.878	7.523	(0.645)	8.232	(0.709)	9.012	(0.780)	9.869	(0.857)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	117.705	121.613	(3.909)	128.785	(7.172)	146.303	(17.518)	166.439	(20.136)
Professional Service Contracts	19.377	20.529	(1.152)	20.898	(0.369)	21.262	(0.364)	21.690	(0.428)
Materials & Supplies	31.917	30.119	1.798	32.410	(2.291)	25.590	6.820	26.096	(0.506)
Other Business Expenses	3.726	3.828	(0.102)	3.883	(0.055)	3.943	(0.060)	4.003	(0.060)
Total Non-Labor Expenses	**$ 179.603**	**$ 183.613**	**$ (4.010)**	**$ 194.208**	**$ (10.596)**	**$ 206.110**	**$ (11.902)**	**$ 228.097**	**$ (21.987)**
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Total Expenses before Depreciation and GASB Adjs.	**$ 411.267**	**$ 430.819**	**$ (19.552)**	**$ 449.581**	**$ (18.762)**	**$ 472.045**	**$ (22.464)**	**$ 506.673**	**$ (34.628)**
Add: Depreciation	$ 85.618	$ 89.928	$ (4.310)	$ 94.429	$ (4.501)	$ 104.389	$ (9.960)	$ 111.667	$ (7.278)
Add: OPEB Obligation	57.310	59.475	(2.165)	62.579	(3.104)	60.125	2.454	66.240	(6.115)
Add: Environmental Remediation	-	-	-	-	-	-	-	-	-
Total Expenses after Depreciation and GASB Adjs.	**$ 554.195**	**$ 580.222**	**$ (26.027)**	**$ 606.589**	**$ (26.367)**	**$ 636.559**	**$ (29.970)**	**$ 684.580**	**$ (48.021)**
Less: Depreciation	85.618	89.928	(4.310)	94.429	(4.501)	104.389	(9.960)	111.667	(7.278)
Less: OPEB Obligation	57.310	59.475	(2.165)	62.579	(3.104)	60.125	2.454	66.240	(6.115)
Total Expenses	**$ 411.267**	**$ 430.819**	**$ (19.552)**	**$ 449.581**	**$ (18.762)**	**$ 472.045**	**$ (22.464)**	**$ 506.673**	**$ (34.628)**
Baseline Income/(Deficit)	**$ 1,119.266**	**$ 1,108.058**	**$ (11.208)**	**$ 1,089.832**	**$ (18.226)**	**$ 1,074.980**	**$ (14.852)**	**$ 1,047.464**	**$ (27.516)**

MTA BRIDGES AND TUNNELS
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

NON-REIMBURSABLE and REIMBURSABLE
(Page 2 of 2)

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Baseline Net Income/(Deficit)	**$ 1,119.266**	**$ 1,108.058**	**$ (11.208)**	**$ 1,089.832**	**$ (18.226)**	**$ 1,074.980**	**$ (14.852)**	**$ 1,047.464**	**$ (27.516)**
Deductions from Income:									
Less: Capitalized Assets	$ 12.494	$ 20.222	$ (7.728)	$ 18.451	$ 1.771	$ 18.413	$ 0.038	$ 18.379	$ 0.034
Reserves	14.353	14.548	(0.195)	14.762	(0.214)	15.003	(0.241)	15.258	(0.255)
GASB 45 Reserves	1.831	1.911	(0.080)	1.921	(0.010)	1.956	(0.035)	2.006	(0.050)
Adjusted Baseline Net Income/(Deficit)	**$ 1,090.588**	**$ 1,071.377**	**$ (19.131)**	**$ 1,054.698**	**$ (16.669)**	**$ 1,039.608**	**$ (15.056)**	**$ 1,011.821**	**$ (27.736)**
Less: Debt Service	612.007	624.685	(12.678)	639.978	(15.292)	662.023	(22.045)	692.544	(30.521)
Income Available for Distribution	**$ 478.581**	**$ 446.692**	**$ (31.809)**	**$ 414.721**	**$ (31.961)**	**$ 377.585**	**$ (37.101)**	**$ 319.277**	**$ (58.257)**
Distributable To:									
MTA - Investment Income	$ 0.215	$ 1.156	$ 0.941	$ 2.701	$ 1.545	$ 2.859	$ 0.158	$ 3.596	$ 0.737
MTA - Distributable Income	302.727	283.740	(18.988)	267.205	(16.535)	248.615	(18.590)	218.979	(29.636)
NYCT - Distributable Income	175.638	161.796	(13.842)	144.815	(16.981)	126.111	(18.704)	96.702	(29.408)
Total Distributable Income:	**$ 478.581**	**$ 446.692**	**$ (31.889)**	**$ 414.721**	**$ (31.971)**	**$ 377.585**	**$ (37.136)**	**$ 319.277**	**$ (58.307)**
Actual Cash Transfers:									
MTA - Investment Income	$ 0.147	$ 0.215	$ 0.068	$ 1.156	$ 0.941	$ 2.701	$ 1.545	$ 2.859	$ 0.158
MTA - Transfers	309.857	285.638	(24.218)	268.858	(16.780)	250.474	(18.384)	221.942	(28.532)
NYCT - Transfers	174.057	163.180	(10.876)	146.513	(16.667)	127.981	(18.532)	99.643	(28.338)
Total Cash Transfers:	**$ 484.060**	**$ 449.034**	**$ (35.026)**	**$ 416.527**	**$ (32.507)**	**$ 381.156**	**$ (35.371)**	**$ 324.445**	**$ (56.711)**
SUPPORT TO MASS TRANSIT:									
Total Revenues	$1,530.533	$1,538.877	$8.344	$1,539.413	$0.536	$1,547.025	$7.612	$1,554.137	$7.112
Less: Net Operating Expenses	411.267	430.819	(19.552)	449.581	(18.762)	472.045	(22.464)	506.673	(34.628)
Net Operating Income:	**$ 1,119.266**	**$ 1,108.058**	**$ (11.208)**	**$ 1,089.832**	**$ (18.226)**	**$ 1,074.980**	**$ (14.852)**	**$ 1,047.464**	**$ (27.516)**
Deductions from Operating Income:									
B&T Debt Service	$207.841	$229.063	($21.222)	$243.067	($14.004)	$264.849	($21.782)	$295.955	($31.106)
Capitalized Assets	12.494	20.222	(7.728)	18.451	1.771	18.413	0.038	18.379	0.034
Reserves	14.353	14.548	(0.195)	14.762	(0.214)	15.003	(0.241)	15.258	(0.255)
GASB 45 Reserves	1.831	1.911	(0.080)	1.921	(0.010)	1.956	(0.035)	2.006	(0.050)
Total Deductions from Operating Inc:	**$ 236.520**	**$ 265.744**	**$ (29.224)**	**$ 278.201**	**$ (12.457)**	**$ 300.221**	**$ (22.021)**	**$ 331.598**	**$ (31.376)**
Total Support to Mass Transit:	**$ 882.747**	**$ 842.314**	**$ (40.432)**	**$ 811.632**	**$ (30.683)**	**$ 774.759**	**$ (36.873)**	**$ 715.866**	**$ (58.892)**

MTA BRIDGES AND TUNNELS
2012 Preliminary Budget
July Financial Plan 2012–2015
Summary of Major Plan-to-Plan Changes

Non-Reimbursable

2011: July Financial Plan vs. February Financial Plan

Revenues

Revenue adjustments from the February Plan result in a decrease of $26.3 million. The major changes include:

- Lower toll revenues ($27.2 million) primarily the result of unfavorable traffic trends stemming from harsh winter weather early in the year, followed by continuing declines through May due to unexpectedly sharp increases in gas prices and current economic conditions. In addition, E-ZPass usage has been much higher than originally projected, and the greater proportion of discounted tolls has caused a drop in the average toll per vehicle. These traffic and average toll trends are expected to continue through the end of the year.
- Increase in Other Operating Revenues ($1.0 million) due to greater than originally estimated revenue from E-ZPass administrative fees.
- Decrease in Investment Income ($0.1 million) based on actual results through May and Global Insight's lower projection for short-term investment yields.

Expenses

Non-reimbursable expenses are projected to be $1.5 million lower than the February Plan due to decreases of $1.4 million in labor $0.1 million in non-labor expenses. The major variances include:

Labor

- Lower Payroll costs ($1.7 million) consisting of $1.8 million due to vacancies for managerial employees and Bridges & Tunnel Officers (BTOs), offset by $0.1 million for the additional 10 custodial assistants that will start at the beginning of the fourth quarter as part of a cost saving initiative to reduce custodial cleaning expenses.
- Lower Overtime costs ($0.1 million) due to favorable results through May ($1.1 million) partially offset by additional needs through December for heightened security ($0.1 million) and BTO vacancy coverage ($0.9 million).
- Decrease in Health and Welfare expenses ($0.3 million) primarily resulting from the aforementioned vacancies.
- Higher OPEB Current Payment ($0.5 million) due to a re-estimation based on current year actuals.
- Decrease in Pension costs ($0.2 million) from incorporating the latest actuarial valuations provided by NYCERS.

Non-Labor

- Lower Insurance expenses ($0.8 million) from incorporating MTA Risk Management's updated forecast.
- Reduction in Maintenance and Other Operating Contracts expenses ($0.4 million) resulting from the elimination of a janitorial contract in the fourth quarter ($0.2 million) and various other small favorable re-estimates.
- Increase in Material and Supplies expenses ($0.4 million) mainly due to higher gas prices ($0.1 million), additional cleaning supplies needed due to the elimination of the aforementioned janitorial contract ($0.1 million), and various other small re-estimates.
- Higher Other Business Expenses of $0.7 million due to an increase in the projected write-off for E-ZPass debt, owing to continuing strained economic conditions.

Total Deductions from Income

- Lower Capitalized Assets expenses ($4.1 million) are the result of programmatic re-estimates.
- GASB Reserves have been adjusted downward by $0.5 million.

2012-2014: July Financial Plan vs. February Financial Plan

Revenues

Revenues are being decreased by $30.3 million in 2012, $32.6 million in 2013 and $30.1 million in 2014, consisting of:

- Toll Revenue decreases of $30.6 million in 2012, $33.3 million in 2013 and $30.1 million in 2014 reflecting the lower baseline traffic trends from 2011, adjusted for the unusually severe winter weather. The toll revenue forecast also assumes decreases to the average toll per vehicle stemming from programmatic efforts to further increase E-ZPass market shares. Lastly, the forecast incorporates Global Insight's latest growth rate projections for regional (New York City, Long Island and Westchester) employment, which, compared to the assumptions used in the February Financial Plan, are relatively weaker in 2012, essentially the same in 2013, and a little stronger in 2014 and 2015.
- Other Operating Revenues increases of $1.0 million in 2012, $0.7 million in 2013 and $0.4 million in 2014 primarily due to re-estimations of revenue from E-ZPass administrative fees and projected improvements in receipts from the Battery Parking Garage.
- Downward revisions to investment income of $0.7 million in 2012, $0.03 million in 2013 and $0.4 million in 2014 are based on Global Insight's lower short-term interest rate forecast.

Expenses
Non-reimbursable expenses are being increased by $3.9 million in 2012, $4.2 million in 2013 and $6.0 million in 2014.

Labor
Labor expenses will be increased by $4.4 million in 2012, $4.5 million in 2013 and $5.7 million in 2014, based on the following changes:

- Higher Payroll expenses resulting primarily from the additional 10 custodial assistants that will be offset by the elimination of a costlier cleaning contract;
- Higher expenses for Health & Welfare/OPEB Current Payment based primarily on increased rate assumptions;
- Decrease in Pension costs due to the base-lining of NYCERS 2011-12 lower actuarial valuation.

Non-Labor
Non-Labor expenses will be decreased by $0.5 million in 2012 and $0.2 in 2013, but will be increased by $0.3 million in 2014, based on the following changes:

- Lower expenses for Insurance from 2010 to 2014 as estimated by MTA Risk Management.
- Changes in Maintenance and Other Operating Contracts include savings from eliminating the previously mentioned janitorial contract, offset by higher estimates for guard services stemming from prevailing wage adjustments, higher heating fuel costs and, starting in 2013, higher projected rates from the New York Power Authority.
- Higher Professional Services Contracts mainly reflect CPI-U adjustments.
- Additional expenses for Materials and Supplies are primarily due to higher gas prices, more cleaning supplies needed due to the elimination of the janitorial contract, and CPI-U adjustments.
- Other Business Expenses are higher mainly due to increases in projected expenses for E-ZPass debt.

Total Deductions from Income

- Deductions are smaller by approximately $0.6 million per year due to adjustments to the GASB Reserve.

Reimbursable Major Changes

2011: July Financial Plan vs. February Financial Plan

Revenue
Lower Capital Reimbursements ($3.9 million) resulting from the full implementation of staffing changes made through the organizational reassessment of the Engineering and Construction Department conducted in 2010.

Expense
Lower capitally-reimbursable expenses ($3.9 million) resulting from the full implementation of staffing changes made through the organizational reassessment of the Engineering and Construction Department conducted in 2010.
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2012-2014: July Financial Plan vs. February Financial Plan

Revenue
Lower Capital Reimbursements of $3.5 million in 2012, $2.8 million in 2013 and $3.3 million in 2014 due to the explanation noted above and reflecting the expected work to be performed under the 2010-2014 Capital Program.

Expense
Corresponding, lower capitally-reimbursable expenses of $3.5 million in 2012, $2.8 million in 2013 and $3.3 million in 2014.

MTA BRIDGES AND TUNNELS
July Financial Plan 2012 - 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

NON-REIMBURSABLE

	2011	2012	2013	2014
2011 February Financial Plan - Adjusted Baseline Income	**$1,110.857**	**$1,104.986**	**$1,090.913**	**$1,075.106**
Baseline Changes				
Revenue				
Vehicle Toll Revenue	($27.233)	($30.611)	($33.290)	($30.140)
Other Operating Revenue	0.982	1.034	0.694	0.371
Investment Income	(0.086)	(0.729)	(0.032)	(0.365)
Total Revenue Changes	**($26.337)**	**($30.306)**	**($32.628)**	**($30.134)**
Expenses				
Labor:				
Payroll	$1.716	($0.805)	($0.324)	($0.330)
Overtime	0.080	(0.016)	(0.016)	(0.016)
Health and Welfare	0.279	(1.726)	(2.159)	(2.738)
OPEB Current Payment	(0.500)	(1.639)	(2.055)	(2.527)
Pensions	0.150	0.550	0.505	0.476
Other Fringe Benefits	(0.010)	(0.085)	(0.040)	(0.041)
Reimbursable Overhead	(0.335)	(0.680)	(0.384)	(0.524)
Total Labor Expense Changes	**$1.380**	**($4.401)**	**($4.473)**	**($5.700)**
Non-Labor:				
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000
Insurance	0.753	0.731	0.704	0.674
Claims	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.427	0.571	0.398	(0.240)
Professional Service Contracts	(0.052)	(0.115)	(0.117)	(0.067)
Materials & Supplies	(0.352)	0.006	(0.064)	(0.023)
Other Business Expenses	(0.687)	(0.677)	(0.677)	(0.679)
Total Non-Labor Expense Changes	**$0.089**	**$0.516**	**$0.245**	**($0.335)**
Total Expenses before Depreciation and GASB Adjs.	**$1.469**	**($3.884)**	**($4.228)**	**($6.034)**
Add: Depreciation	$0.000	$0.000	$0.000	$0.000
OPEB Obligation	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000
Total Expenses after Depreciation and GASB Adjs.	**$1.469**	**($3.884)**	**($4.228)**	**($6.034)**
Less: Depreciation	$0.000	$0.000	$0.000	$0.000
OPEB Obligation	0.000	0.000	0.000	0.000
Total Expense Changes	**$1.469**	**($3.884)**	**($4.228)**	**($6.034)**
Total Baseline Changes	***($24.868)***	***($34.190)***	***($36.856)***	***($36.168)***
Deductions from Income				
Capitalized Assets	4.065	0.000	0.000	0.000
Capital Reserves	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.534	0.581	0.641	0.669
Total Deductions from Income	**$4.599**	**$0.581**	**$0.641**	**$0.669**
Total Adjusted Baseline Changes	***($20.269)***	***($33.609)***	***($36.215)***	***($35.499)***
2011 July Financial Plan - Adjusted Baseline Income	**$1,090.588**	**$1,071.377**	**$1,054.698**	**$1,039.608**

MTA BRIDGES AND TUNNELS
July Financial Plan 2012 - 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

REIMBURSABLE

	2011	2012	2013	2014
2011 February Financial Plan - Adjusted Baseline Income	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Changes				
Revenue				
Vehicle Toll Revenue	$0.000	$0.000	$0.000	$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	(3.858)	(3.478)	(2.842)	(3.276)
Investment Income	0.000	0.000	0.000	0.000
Total Revenue Changes	**($3.858)**	**($3.478)**	**($2.842)**	**($3.276)**
Expenses				
Labor:				
Payroll	$1.553	$1.701	$1.482	$1.653
Overtime	0.756	(0.102)	(0.058)	(0.015)
Health and Welfare	1.056	1.110	1.085	1.201
OPEB Current Payment	0.000	0.000	0.000	0.000
Pensions	0.013	(0.093)	(0.208)	(0.266)
Other Fringe Benefits	0.145	0.182	0.157	0.179
Reimbursable Overhead	0.335	0.680	0.384	0.524
Total Labor Expense Changes	**$3.858**	**$3.478**	**$2.842**	**$3.276**
Non-Labor:				
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$3.858**	**$3.478**	**$2.842**	**$3.276**
Add: Depreciation	$0.000	$0.000	$0.000	$0.000
OPEB Obligation	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000
Total Expenses after Depreciation and GASB Adjs.	**$3.858**	**$3.478**	**$2.842**	**$3.276**
Less: Depreciation	$0.000	$0.000	$0.000	$0.000
OPEB Obligation	0.000	0.000	0.000	0.000
Total Expense Changes	**$3.858**	**$3.478**	**$2.842**	**$3.276**
Cash Adjustment Changes				
Total Cash Adjustment Changes	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Baseline Changes	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Deductions from Income				
Capitalized Assets	0.000	0.000	0.000	0.000
Capital Reserves	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000
Total Deductions from Income	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Adjusted Baseline Changes	***$0.000***	***$0.000***	***$0.000***	***$0.000***
2011 July Financial Plan - Adjusted Baseline Income	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA BRIDGES AND TUNNELS
July Financial Plan 2012 - 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2011	2012	2013	2014
2011 February Financial Plan - Adjusted Baseline Income	**$1,110.857**	**$1,104.986**	**$1,090.913**	**$1,075.106**
Baseline Changes				
Revenue				
Vehicle Toll Revenue	($27.233)	($30.611)	($33.290)	($30.140)
Other Operating Revenue	0.982	1.034	0.694	0.371
Capital and Other Reimbursement	(3.858)	(3.478)	(2.842)	(3.276)
Investment Income	(0.086)	(0.729)	(0.032)	(0.365)
Total Revenue Changes	**($30.195)**	**($33.784)**	**($35.470)**	**($33.410)**
Expenses				
Labor:				
Payroll	$3.269	$0.896	$1.158	$1.323
Overtime	0.836	(0.118)	(0.074)	(0.031)
Health and Welfare	1.335	(0.616)	(1.074)	(1.537)
OPEB Current Payment	(0.500)	(1.639)	(2.055)	(2.527)
Pensions	0.163	0.457	0.297	0.210
Other Fringe Benefits	0.135	0.097	0.117	0.138
Reimbursable Overhead	-	-	-	-
Total Labor Expense Changes	**$5.238**	**($0.923)**	**($1.631)**	**($2.424)**
Non-Labor:				
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-
Insurance	0.753	0.731	0.704	0.674
Claims	-	-	-	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	0.427	0.571	0.398	(0.240)
Professional Service Contracts	(0.052)	(0.115)	(0.117)	(0.067)
Materials & Supplies	(0.352)	0.006	(0.064)	(0.023)
Other Business Expenses	(0.687)	(0.677)	(0.677)	(0.679)
Total Non-Labor Expense Changes	**$0.089**	**$0.516**	**$0.245**	**($0.335)**
Total Expenses before Depreciation and GASB Adjs.	**$5.327**	**($0.406)**	**($1.386)**	**($2.758)**
Add: Depreciation	$0.000	$0.000	$0.000	$0.000
OPEB Obligation	-	-	-	-
Environmental Remediation	-	-	-	-
Total Expenses after Depreciation and GASB Adjs.	**$5.327**	**($0.406)**	**($1.386)**	**($2.758)**
Less: Depreciation	$0.000	$0.000	$0.000	$0.000
OPEB Obligation	0.000	0.000	0.000	0.000
Total Expense Changes	**$5.327**	**($0.406)**	**($1.386)**	**($2.758)**
Total Baseline Changes	***($24.868)***	***($34.190)***	***($36.856)***	***($36.168)***
Deductions from Income				
Capitalized Assets	4.065	0.000	0.000	0.000
Capital Reserves	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.534	0.581	0.641	0.669
Total Deductions from Income	**$4.599**	**$0.581**	**$0.641**	**$0.669**
Total Adjusted Baseline Changes	***($20.269)***	***($33.609)***	***($36.215)***	***($35.499)***
2011 July Financial Plan - Adjusted Baseline Income	**$1,090.588**	**$1,071.377**	**$1,054.698**	**$1,039.608**

MTA BRIDGES AND TUNNELS
July Financial Plan 2012-2015
Summary of Major Programmatic Changes Between Financial Plans
($ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2011	2012	2013	2014
Baseline 2011 February Financial Plan - Adjusted Net Income	**$1,110.857**	**$1,104.986**	**$1,090.913**	**$1,075.106**
Non-Reimbursable Major Changes				
Revenue				
Vehicle Toll Revenue	($27.233)	($30.611)	($33.290)	($30.140)
Other Operating Revenue	0.982	1.034	0.694	0.371
Investment Income	(0.086)	(0.729)	(0.032)	(0.365)
Sub-Total Non-Reimbursable Revenue Changes	**($26.337)**	**($30.306)**	**($32.628)**	**($30.134)**
Expenses				
Labor Reductions	1.380	(4.401)	(4.473)	(5.700)
Non-Labor Reductions	0.089	0.516	0.245	(0.335)
Other Deductions from Income	4.599	0.581	0.641	0.669
Sub-Total Non-Reimbursable Expense Changes	**$6.068**	**($3.303)**	**($3.587)**	**($5.365)**
Total Non-Reimbursable Major Changes	***($20.269)***	***($33.609)***	***($36.215)***	***($35.499)***
Reimbursable Major Changes				
Revenue				
Capital & Other Reimbursement	(3.858)	(3.478)	(2.842)	(3.276)
Sub-Total Reimbursable Revenue Changes	($3.858)	($3.478)	($2.842)	($3.276)
Expenses				
Labor Expenses	3.858	3.478	2.842	3.276
Sub-Total Reimbursable Expense Changes	$3.858	$3.478	$2.842	$3.276
Total Reimbursable Major Changes	**$.000**	**$.000**	**$.000**	**$.000**
Total Adjusted Baseline Changes	***($20.269)***	***($33.609)***	***($36.215)***	***($35.499)***
Baseline 2011 July Financial Plan - Adjusted Net Income	**$1,090.588**	**$1,071.377**	**$1,054.698**	**$1,039.608**

MTA BRIDGES AND TUNNELS
2012 Preliminary Budget
July Financial Plan 2012–2015
Traffic/Utilization

Year-to-Year

Paid traffic in 2011 is forecast at 283.5 million vehicles, which includes a drop of 8.2 million vehicles, or 2.8% from 2010's volume of 291.7 million vehicles. The decline is due to severe winter weather in the early part of 2011, sharp increases in gas prices, and the toll increase implemented on December 30, 2010.

The forecast developed for the July Financial Plan 2012-2015 incorporates the most recent economic forecast issued by Global Insight, which includes regional (New York City, Long Island and Westchester) employment growth of 1.7% in 2012, 1.5% in 2013, 1.7% in 2014 and 1.6% in 2015. This growth in regional employment is expected to have positive year-to-year impacts on traffic volumes and, for 2012, adjustments have also been made to incorporate the 366-day leap year and to adjust for the severe winter weather in 2011. Paid traffic is forecast at 286.2 million vehicles in 2012, 287.1 million in 2013, 289.2 million in 2014 and 291.2 million in 2015.

Plan-to-Plan

Paid traffic volume is projected to reach 283.5 million vehicles in 2011, which is 3.3 million vehicles, or 1.2% below the Adopted Budget level of 286.8 million vehicles. Severe winter weather during the early part of the year and unexpectedly sharp increases in gas prices are the major drivers of the unfavorable forecast revisions. The forecast for the 2012 Preliminary Budget is 3.1 million vehicles, or 1.1% lower than the February Financial Plan, and includes an increase in traffic from an expected less severe winter than in 2011, partially offset by slightly lower regional employment growth projected by Global Insight. Employment growth in 2013 is forecast at essentially the same rate for both the February and July Plans, but then projected growth shows relative plan-to-plan improvement in 2014. The resulting plan-to-plan traffic declines are 3.0 million vehicles, or 1.0% in 2013, 2.2 million vehicles in 2014, or 0.8%.

MTA BRIDGES AND TUNNELS
July Financial Plan 2012-2015
Traffic Volume (Utilization)

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Traffic Volume	291.714	283.465	286.210	287.065	289.229	291.165
Toll Revenue	$ 1,417.046	$ 1,502.580	$ 1,509.731	$ 1,508.757	$ 1,516.296	$ 1,522.593

MTA BRIDGES & TUNNELS
July Financial Plan 2012-2015
2011 Budget Reduction Proposals - Accrual Basis
($ in millions)

	Favorable/(Unfavorable)									
Administration	Pos.	2011	Pos.	2012	Pos.	2013	Pos.	2014	Pos.	2015
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	*0.000*	-	*0.000*	-	*$0.000*	-	*$0.000*	-	*$0.000*
Customer Convenience/Amenities										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*
Maintenance										
Elimination of Contracted Janitorial Services	(10)	0.093	(10)	0.379	(10)	0.376	(10)	0.375	(10)	0.374
Subtotal Maintenance	(10)	*0.093*	(10)	*0.379*	(10)	*0.376*	(10)	*0.375*	(10)	*0.374*
Revenue Enhancement										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*
Safety										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*
Security										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*
Service										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*
Service Support										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*
Other										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*
Agency Submission	**(10)**	**$0.093**	**(10)**	**$0.379**	**(10)**	**$0.376**	**(10)**	**$0.375**	**(10)**	**$0.374**

MTA BRIDGES AND TUNNELS
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function:	**Maintenance**
Program:	**Elimination of Contracted Janitorial Services**

Background Details:	B&T currently contracts out janitorial services for the Verrazano-Narrows, Marine Parkway, Cross Bay, and Robert F. Kennedy Bridges. The current contract expires on September 30, 2011. A cost analysis was conducted to determine whether it would be more cost effective to continue contracting out these services or to cover these needs with Agency resources. It was determined that an additional 10 custodial assistants would be needed to provide the same level of service. Additional costs for cleaning supplies would also be incurred. The estimated additional labor and non-labor expenses are less the current contract terms, netting annual savings of approximately $0.4 million.
Program Description/ Implementation Plan:	10 custodial assistants would be hired on or around October 1st, 2011.

Program Implementation Date:	**Oct 2011**	**When will savings begin?:**	**Oct 2011**
		Are these savings recurring?:	**Yes**
Other Issues:			

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.093**	**$0.379**	**$0.376**	**$0.375**	**$0.374**
Total Positions Required:	(10)	(10)	(10)	(10)	(10)

MTA BRIDGES AND TUNNELS
2012 Preliminary Budget
July Financial Plan 2012–2015
Positions

Position Assumptions

Year-to-Year

In 2011, total headcount is budgeted at 1,663, which includes 44 reimbursable positions. Total headcount will decrease by 27 in 2012 to account for the number of positions being transferred to the Business Service Center. From 2013 through 2015, headcount will remain unchanged at 1,636.

Plan-to-Plan

As part of a cost saving initiative to reduce cleaning contracts, an additional 10 custodial assistants will be hired in the fourth quarter of 2011 to provide janitorial services currently covered by a costlier outside contract that will not be renewed. These positions are retained throughout the plan period. In addition, reimbursable positions have been decreased by 9 in each year of the plan period to reflect the full implementation of staffing changes made through 2010's organizational reassessment.

MTA BRIDGES AND TUNNELS
July Financial Plan 2012-2015
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
Executive	2	2	2	2	2	2
Law	7	7	7	7	7	7
CFO [1]	31	27	18	18	18	18
Labor Relations	4	5	5	5	5	5
Procurement & Materials	26	0	0	0	0	0
Staff Services [2]	28	31	17	17	17	17
EEO	1	1	1	1	1	1
Total Administration	**99**	**73**	**50**	**50**	**50**	**50**
Operations						
Revenue Management	41	41	41	41	41	41
Operations (Non-Security)	724	734	734	734	734	734
Total Operations	**765**	**775**	**775**	**775**	**775**	**775**
Maintenance						
Maintenance	169	171	171	171	171	171
Operations - Maintainers	159	162	162	162	162	162
Technology	55	56	52	52	52	52
Internal Security - Tech Svcs	9	8	8	8	8	8
Total Maintenance	**392**	**397**	**393**	**393**	**393**	**393**
Engineering/Capital						
Engineering & Construction	128	127	127	127	127	127
Health & Safety	8	8	8	8	8	8
Planning & Budget Capital	12	12	12	12	12	12
Total Engineering/Capital	**148**	**147**	**147**	**147**	**147**	**147**
Public Safety						
Operations (Security)	232	232	232	232	232	232
Internal Security - Operations	34	39	39	39	39	39
Total Public Safety	**266**	**271**	**271**	**271**	**271**	**271**
Total Baseline Positions	**1,670**	**1,663**	**1,636**	**1,636**	**1,636**	**1,636**
Non-Reimbursable	1,625	1,619	1,592	1,592	1,592	1,592
Reimbursable	45	44	44	44	44	44
Total Full-Time	1,670	1,663	1,636	1,636	1,636	1,636
Total Full-Time Equivalents	0	0	0	0	0	0

(1) Includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

(2) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
July Financial Plan 2012-2015
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
Managers/Supervisors	37	29	22	22	22	22
Professional, Technical, Clerical	62	44	28	28	28	28
Operational Hourlies	-	-	-	-	-	-
Total Administration	**99**	**73**	**50**	**50**	**50**	**50**
Operations						
Managers/Supervisors	48	51	51	51	51	51
Professional, Technical, Clerical	50	45	45	45	45	45
Operational Hourlies[(1)]	667	679	679	679	679	679
Total Operations	**765**	**775**	**775**	**775**	**775**	**775**
Maintenance						
Managers/Supervisors	34	33	32	32	32	32
Professional, Technical, Clerical	49	51	48	48	48	48
Operational Hourlies[(2)]	309	313	313	313	313	313
Total Maintenance	**392**	**397**	**393**	**393**	**393**	**393**
Engineering/Capital						
Managers/Supervisors	30	30	30	30	30	30
Professional, Technical, Clerical	118	117	117	117	117	117
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	**148**	**147**	**147**	**147**	**147**	**147**
Public Safety						
Managers/Supervisors	10	10	10	10	10	10
Professional, Technical, Clerical	24	29	29	29	29	29
Operational Hourlies[(3)]	232	232	232	232	232	232
Total Public Safety	**266**	**271**	**271**	**271**	**271**	**271**
Total Positions						
Managers/Supervisors	159	153	145	145	145	145
Professional, Technical, Clerical	303	286	267	267	267	267
Operational Hourlies	1,208	1,224	1,224	1,224	1,224	1,224
Total Positions	**1,670**	**1,663**	**1,636**	**1,636**	**1,636**	**1,636**

(1) Represents Bridge and Tunnel Officers, Sergeants and Lieutenants. These positions are paid annually, not hourly.
(2) Represents maintenance personnel. These positions are paid annually, not hourly.
(3) Represents Bridge and Tunnel Officers, Sergeants and Lieutenants performing public safety. These positions are paid annually, not hourly.

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Capital Construction Company

MTA CAPITAL CONSTRUCTION COMPANY
2012 Preliminary Budget
July Financial Plan 2012-2015

Highlights

Under executive leadership's direction, great emphasis is being placed on project cost controls, overall staffing and analyses of consultant resources. Through the creation of financial performance indicators, in order to monitor activities and to identify trends, this will give us greater control on a regular basis to identify problem areas rapidly and to develop solutions and plans that will allow MTACC greater efficiencies and effectiveness. This is a valuable tool to better ensure that our resources are being applied to attaining our goals while communicating fiscal responsibility company-wide.

Currently all MTACC mega projects are under construction with over $10 billion committed to date. MTACC is holding to budgets and schedules presented to the Board in mid-2009, with issues and challenges managed proactively. Currently, there are 20 active major construction contracts. MTACC completed designs for both the Second Avenue Subway and 7 Line Extension earlier this year. Staff and resources are continuing to shift to construction management services. Over the past year, MTACC has benefited from favorable contract procurement results from what appears to be a greater degree of competition within the New York construction services market.

As of June 2011, MTACC's 7 Line Extension project has made significant progress with tunnel boring machine (TBM) tunneling, pre-cast lining completion, and concrete pours for the main cavern. Station platforms of the 34th Street station structure are ahead of schedule and significant rock removal and drilling work is completed for the main entrance to the 34th Street station. Drill and blast operations for the ventilation building at 41st Street and Dyer Avenue have also been completed. In February, MTACC awarded a contract for the ventilation building at the 34th Street station in addition to work on the City's 11th Avenue viaduct

The Second Avenue Subway project completed the first of the two TBM tunnels in February and approximately 3,000 of the 7,800 feet of the second tunnels have been bored. Work on the second tunnel included a ground-freezing operation in an early portion through geologically difficult ground. Work continues on the 96th Street station with utility clearance and slurry wall preparation underway. Work began in January at the 63rd Street station with the demolition and necessary track outages for the upper platform and is ongoing. This past year, MTACC has expanded its efforts to mitigate construction impacts on the Second Avenue community. A new model block program for construction and staging areas along 2nd Avenue has included more carefully managed construction sites with signage and the installation of an urban canvas artwork program in cooperation with the City. Work is proceeding on a muck removal system at 72nd Street contained within a rectangular steel building that will limit noise and dust for the neighborhood. The design which has been reviewed with the community, will

actually improve production and efficiency. Procurements are ongoing for both the 86th Street station cavern mining contract and systems contract.

MTACC awarded the final Fulton Transit Center contract for the Transit Center building earlier this year and major steel construction is already underway. The new 135 William Street entrance is expected to open in July. Finishes on the southbound platform of the R Cortlandt Street station are progressing well. MTACC expects to complete the underpass connecting the northbound and southbound platforms and reopen the station in time for the ten-year anniversary of September 11.

Over the past year, the East Side Access project has advanced with the start of the construction of the Queens soft ground tunnels and the completion of the Manhattan tunnel boring drives (through mostly rock). Concrete placement is advancing in Manhattan in the tracks, tunnels and Grand Central Terminal caverns. Work is also proceeding on the escalators that will connect the passenger concourse within Grand Central to the tracks at the cavern level. Procurement is proceeding with the Plaza substation structure contract and the first of three major systems contract.

With the increased number of contract packages, MTACC is carefully managing procurement and construction schedules in order to coordinate the timing of, and interface between, contracts. In addition, MTACC continued the implementation of projects funded from the system-wide security capital program.

- The scope of our contracts is being evaluated with the goal of making them as small as possible and to make sure that the type of work within a contract is comparable. This will result in increased competition for the work. This will also limit the number of subcontractors contained within any single contract and thereby reduce the costs of these contracts

- The project cost estimates have been revised to account for the higher cost factors discussed above. Furthermore, when certain materials were projected to exceed the general rate of escalation, we opted for an escalation clause for such materials in our contract.

- The schedules for these large scale projects have been adjusted to account for an increase in the number of contracts to complete each project. The benefits of earlier in-service dates against were weighed against the cost of more ambitious schedules and the associated risk of getting little or no competition.

- Project scopes are being evaluated to insure that we are only building what we need in order to achieve the critical transportation benefits that each of these projects will bring to the region.

MTA Capital Construction has had a number of successes implementing sustainability measures into project designs and construction practices this year.

- Design teams on all MTACC projects continue to identify the best available technology and equipment to maximize energy efficiency.

- Construction Management teams on all MTACC projects were successful in diverting more than 85% of construction and demolition debris from disposal in landfills via recycling and salvaging materials.

- High compliance rates for retrofitting construction equipment with Diesel Particulate filters were achieved for each contract.

- MTA Capital Construction is pursuing LEED (Leadership in Energy and Environmental Design) certification of the Fulton Street Transit Center building that will serve as the focal point for entry in the customer friendly complex that will connect 12 subway lines

- MTACC continues to preserve and/or document archeological resources unearthed during construction. These resources include a well found beneath the Corbin Building on the Fulton Street Transit Center project, and the Battery Wall, Whitehall Slip and thousands of 18th and 19th century artifacts found during construction of the South Ferry Terminal Station. Educational tools were developed to inform the public of the South Ferry archaeological finds, including a web page, school lesson plans, a public report, and tours.

- MTACC is partnering with NYCDEP on a heat sink feasibility study, to determine whether sewers in the vicinity of 92nd Street could be used to cool the Second Avenue Subway 96th Street station.

MTACC is undertaking a number of workforce development initiatives. MTACC's goal for capital commitments in 2011 totals approximately $2.7 billion. MTACC continues to monitor the pace of hiring to meet the rising work load demand.

Financial Overview

In order to respond to the large volume of construction being managed by MTACC, as well as the strict oversight by multiple parties, MTACC continues to develop its organization and refine staffing requirements. MTACC will utilize dedicated resources to efficiently address the challenges related to the planning, design, construction, regulatory framework, and community participation requirements of large complex capital projects. MTACC is committed to quality and safety in the work place and at the construction sites.

It is the goal of MTACC to minimize the number of full-time employees in order to maintain a cost efficient program management structure. MTACC's core staff directly manages the design and construction of the over $16 billion in capital projects. MTACC continues to draw from the expertise and support services available in other MTA

agencies to supplement the core staff and support design and construction management. In addition, MTACC will utilize consultant services to provide staff support in lieu of hiring full time staff, keeping with the projected 140 MTACC employees. Our conservative budgets and forecasting are evident in 2011 through 2015 and as history has shown, our actual expenditures have consistently come in lower than our Adopted Budgets.

2011 Mid-Year Forecast

MTACC's 2011 Mid-Year Forecast is $32.696 million reflecting an approximate $1.7 million decrease from the 2011 Adopted Budget. Labor Costs are projected at $25.566 million, with a staffing level of 140 by year end, 7.25% lower than the 2011 Adopted Budget.

MTACC Administration will provide funding for 52% of the $32.696 Mid-Year Forecast, which is approximately $17 million. These expenditures are comprised of administrative staff and non-project specific costs. The remainder of the expenses, predominantly labor, will be reimbursed by each of the mega projects.

Staff includes 55 MTACC positions who support the system expansion projects and cannot charge directly to a specific project; 23 for the East Side Access project, 18 for the Second Avenue Subway project, 18 for the Lower Manhattan projects, 12 for 7 Line Extension, and 14 for Security projects. Since the creation of our agency, MTACC has developed strategies, and implemented them, to recruit staff with the experience and technical skills required for our complex construction projects on an as needed basis only. Our current number of actual incumbents remains below quota. Matrixed employees (employees of other agencies under temporary management by MTACC) and consultants will continue to support MTACC in lieu of hiring full time staff. These expenses will be funded directly from the specific project capital programs.

Non-Labor costs are projected at $7.129 million, an increase of 3.72% from 2011 Adopted Budget. These costs are non-project specific and are for the provision of company-wide construction support from specialty contractors and oversight agencies. Such expenditures may not be eligible for reimbursement by the Federal Transit Administration and will be funded through MTACC Administration. Approximately $1.8 million of projected non-labor expenditures are uncontrollable and determined by MTAHQ such as independent engineer, MTA Audit quarterly chargebacks, All Agency Protective Liability (AAPL) insurance and payroll mobility tax. This year, MTACC allocated the support of independent engineer and legal litigation expenditures within a sub-category of the overall MTACC Capital Plan. These expenses will be funded through the Administrative 2010-2014 Capital Program and will be tracked independently of the administrative professional services forecasts and expenditures. This process will allow us efficient and candid reporting of such annual costs. Non-Labor costs are projected to increase primarily due to Capital Construction employee expenses for the needs of workforce development, staff training and professional

license renewals based on project needs. Remaining funds have been budgeted for miscellaneous engineering and legal services, archeological and environmental services, reimbursement of NYCT for administrative support staff and services, and other office costs including computer equipment and mobile communications device upgrades and supplies.

2012 Preliminary Budget - Baseline

In 2012, MTACC's main objective will be to continue major construction of the MTA's system expansion projects. By 2012 all system expansion projects will have over $12.5 billion in commitments underway or completed. MTACC projects 2012 costs of $31.125 million, a decrease of 11.73% ($4.135 million) from the 2011 Adopted Budget, and a year end headcount of 140. Overall reductions continue in 2012 and administrative spending is strictly monitored to ensure a balanced budget in accordance with MTA policies and guidelines.

MTACC Administration will provide funding for 48% of the $31.125 million, which is approximately $15 million. The remainder of the staffing expenditures will be reimbursed by each of the mega projects for those employees directly working on projects.

Labor and fringe expenses are projected at $25.913 million, a decrease of 8.64% from the 2011 Adopted Budget. Labor costs decrease due to a revised headcount of 140 (7 fewer quota positions from the Adopted Budget) and reallocation of labor force. Staff includes 55 MTACC positions who support the system expansion projects and cannot charge directly to a specific project; 23 for the East Side Access project, 18 for the Second Avenue Subway project, 18 for the Lower Manhattan projects, 12 for 7 Line Extension, and 14 for Security projects.

Non-Labor costs are projected at $5.213 million, a 24.42% decrease from the 2011 Adopted Budget. In 2012, MTACC will continue to allocate the support of independent engineer and legal litigation expenditures within a sub-category of the overall MTACC Capital Plan. These expenses of approximately $4 million will be funded through the Administrative 2010-2014 Capital Program. MTA Audit quarterly chargebacks, AAPL insurance and payroll mobility tax will continue to fall within the MTACC Administrative July Plan and the forecasts are on par with the Adopted Budget. Additional projections include the reimbursement of NYCT for administrative support staff and services, temporary expert services (such as indefinite quantity consultants and firms to support project controls, change order and claims management), legal and engineering services, workforce development through employee training and other office costs such as communications and computer equipment. The decrease from the 2011 Adopted Budget is predominantly due to the reduction in quota and budgeted contingent/matrixed employees. Additional savings will be realized in professional service contracts and other business expenses categories in order to meet a significant reduction in reimbursable capital expenses. Archaeological and engineering services

as well as program management consultant expenses drop in 2012 and remain constant through 2015.

Major assumptions and reconciliations to the February Financial Plan are discussed later.

2013 - 2015 Projections

During this time period MTACC will continue to manage multiple construction sites and billions of dollars in construction contracts.

MTACC expenses for 2013-2014 are projected to slightly increase by 2.40% and 2.23% respectively, with a decrease by 0.28% in 2015. Maintaining a tight control of administrative spending and continuing to charge the mega projects for direct costs has allowed MTACC to decrease expenditures from with the previous financial plans. Labor expenses slightly increase in 2013, 2014 and 2015 by 2.56%, 2.82% and 2.85%, due to inflation. Year-end staffing levels of 140 employees remain constant through 2015.

Non-labor expenses remain predominantly constant in 2013 with a slight increase of 1.94%. In 2014 and 2015, expenses are expected to decrease by 0.43% and 16.45% respectively to reflect MTA Audit quarterly chargebacks tapering off.

MTACC Administration will continue to provide the majority of funding of the overall projections from 2013-2015. The administrative contribution is expected to be 48% for 2013 and 2014 ($15.4 and $15.6 million) with a slight decrease to 46% in 2015 ($15.1 million). The remainder of the expenses will be reimbursed by each of the mega projects.

Major assumptions and reconciliations to the February Financial Plan are discussed later.

MTA CAPITAL CONSTRUCTION
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

REIMBURSABLE

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	27.324	32.696	31.125	31.889	32.615	32.523
Total Revenue	**$27.324**	**$32.696**	**$31.125**	**$31.889**	**$32.615**	**$32.523**
Expenses						
Labor:						
Payroll	$14.045	$15.455	$15.054	$15.387	$15.706	$16.010
Overtime						
Health and Welfare	1.794	2.682	2.900	2.971	3.208	3.460
OPEB Current Payment	-	-	-	-	-	-
Pensions	2.010	2.219	2.660	2.746	2.845	2.940
Other Fringe Benefits	5.559	5.211	5.298	5.471	5.565	5.693
Reimbursable Overhead	-					
Total Labor Expenses	**$23.408**	**$25.566**	**$25.913**	**$26.575**	**$27.324**	**$28.103**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	0.087	0.169	0.186	0.204	0.225	0.247
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	3.527	5.275	4.482	4.553	4.499	3.595
Materials & Supplies	0.016	0.043	0.043	0.044	0.045	0.046
Other Business Expenses	0.287	1.643	0.502	0.512	0.523	0.533
Total Non-Labor Expenses	**$3.916**	**$7.129**	**$5.213**	**$5.314**	**$5.291**	**$4.420**
Other Expenses Adjustments:						
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$27.324**	**$32.696**	**$31.125**	**$31.889**	**$32.615**	**$32.523**
Depreciation	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Expenses	**$27.324**	**$32.696**	**$31.125**	**$31.889**	**$32.615**	**$32.523**
Baseline Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA CAPITAL CONSTRUCTION
July Financial Plan 2012-2015
Cash Receipts & Expenditures
($ in millions)

CASH RECEIPTS AND EXPENDITURES

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	27.324	32.696	31.125	31.889	32.615	32.523
Total Receipts	**$27.324**	**$32.696**	**$31.125**	**$31.889**	**$32.615**	**$32.523**
Expenditures						
Labor:						
Payroll	$14.045	$15.455	$15.054	$15.387	$15.706	$16.010
Overtime	-	-	-	-	-	-
Health and Welfare	1.794	2.682	2.900	2.971	3.208	3.460
OPEB Current Payment	-	-	-	-	-	-
Pensions	2.010	2.219	2.660	2.746	2.845	2.940
Other Fringe Benefits	5.559	5.211	5.298	5.471	5.565	5.693
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	**$23.408**	**$25.566**	**$25.913**	**$26.575**	**$27.324**	**$28.103**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	0.087	0.169	0.186	0.204	0.225	0.247
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	3.527	5.275	4.482	4.553	4.499	3.595
Materials & Supplies	0.016	0.043	0.043	0.044	0.045	0.046
Other Business Expenses	0.287	1.643	0.502	0.512	0.523	0.533
Total Non-Labor Expenditures	**$3.916**	**$7.129**	**$5.213**	**$5.314**	**$5.291**	**$4.420**
Other Expenditure Adjustments:						
Other - Restricted Cash Adjustment	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditures	**$27.324**	**$32.696**	**$31.125**	**$31.889**	**$32.615**	**$32.523**
Baseline Cash Deficit	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA CAPITAL CONSTRUCTION
July Financial Plan 2012-2015
Cash Conversion (Cash Flow Adjustments)
($ in millions)

CASH FLOW ADJUSTMENTS	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-	-
Total Receipts	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Expenditures						
Labor:						
Payroll	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-
Pensions	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-
Total Non-Labor Expenditures	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenditures Adjustments:						
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expenditures Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Cash Conversion Adjustments before Depreciation	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Depreciation Adjustment	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Cash Conversion Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA CAPITAL CONSTRUCTION COMPANY
2012 Preliminary Budget
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Baseline

Revenue

Capital and Other Reimbursements:

- Monies are made available in the MTA's Capital Program and are drawn down as expenditures are incurred, therefore revenues will always equal expenditures.

- All MTACC expenses are reimbursable from the MTA Capital Program.

- Costs will be reimbursed from specific capital projects in accordance with how the resources are utilized.

Expenses

Payroll:

- 2012 payroll costs decrease by 2.60% based on annual full staff levels of 140 due to the loss of 7 permanent positions to the 15% Reimbursable Administrative Position Reduction.

- 2013, 2014 and 2015 year-end staffing levels remain at 140. Payroll expenditures slightly increase in 2013, 2014 and 2015 by 2.22%, 2.07% and 1.94% respectively due to inflation.

Other Fringe Benefits:

- In 2012, Health and Welfare, Pension and Other Fringe Benefits costs will continue to increase by 8.15%, 19.90% and 1.68%, respectively, due to the estimated expenditure of full staffing levels and increased MTAHQ estimates.

- Overall, benefits expenditures will continue to slightly increase in 2013, 2014 and 2015 by 3.03%, 3.84% and 4.09% due to an escalation in inflation rates and the projections of the 5 various MTA agencies' labor and fringe expenses where MTACC employees reside.

Insurance:

- Costs are escalated by approximately 10% each year through 2015.

Professional Service Contracts:

- Professional Service costs will drop significantly in 2012. Expenses decrease by $.794 million due to the reduction of IQ consultants, technical experts and archaeological costs. MTAHQ Audit expenses are expected to decrease and charges will be allocated to projects when applicable.

- Costs remain relatively constant between 2013 and 2014 with a sharp decline in 2015 by almost $1 million due to the reduction of projected audit and miscellaneous consulting fees.

Materials and Supplies:

- 2012 through 2015 costs are based on 2011 projections and are escalated by inflation rates provided by Global Insight.

Other Business Expenses:

- 2011 costs increase due to the implementation of the MTACC agency-wide training process and the relocation of field staff to MTACC executive management office at 2 Broadway. Computer equipment and furniture expenses will increase as a result of the field office relocation.

- After the implementation of the training process and the relocation in 2011, 2012 costs will decrease by $1.141 million. 2013 through 2015 costs remain constant and are escalated by inflation rates.

MTA CAPITAL CONSTRUCTION
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

REIMBURSABLE

Favorable/(Unfavorable)

	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	32.696	31.125	(1.570)	31.889	0.764	32.615	0.726	32.523	(0.091)
Total Revenue	**$32.696**	**$31.125**	**($1.570)**	**$31.889**	**$0.764**	**$32.615**	**$0.726**	**$32.523**	**($0.091)**
Expenses									
Labor:									
Payroll	$15.455	$15.054	$0.401	$15.387	($0.333)	$15.706	($0.318)	$16.010	($0.304)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	2.682	2.900	(0.219)	2.971	(0.070)	3.208	(0.237)	3.460	(0.252)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	2.219	2.660	(0.442)	2.746	(0.086)	2.845	(0.099)	2.940	(0.094)
Other Fringe Benefits	5.211	5.298	(0.087)	5.471	(0.173)	5.565	(0.094)	5.693	(0.129)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	**$25.566**	**$25.913**	**($0.346)**	**$26.575**	**($0.663)**	**$27.324**	**($0.749)**	**$28.103**	**($0.779)**
Non-Labor:									
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.169	0.186	(0.017)	0.204	(0.019)	0.225	(0.020)	0.247	(0.022)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	5.275	4.482	0.794	4.553	(0.072)	4.499	0.055	3.595	0.904
Materials & Supplies	0.043	0.043	(0.001)	0.044	(0.001)	0.045	(0.001)	0.046	(0.001)
Other Business Expenses	1.643	0.502	1.141	0.512	(0.010)	0.523	(0.011)	0.533	(0.010)
Total Non-Labor Expenses	**$7.129**	**$5.213**	**$1.917**	**$5.314**	**($0.101)**	**$5.291**	**$0.023**	**$4.420**	**$0.871**
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$32.696**	**$31.125**	**$1.570**	**$31.889**	**($0.764)**	**$32.615**	**($0.726)**	**$32.523**	**$0.091**
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$32.696**	**$31.125**	**$1.570**	**$31.889**	**($0.764)**	**$32.615**	**($0.726)**	**$32.523**	**$0.091**
Baseline Net Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**($0.000)**	**$0.000**	**($0.000)**	**$0.000**	**$0.000**

MTA CAPITAL CONSTRUCTION
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

CASH RECEIPTS & EXPENDITURES	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Receipts									
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	32.696	31.125	(1.570)	31.889	0.764	32.615	0.726	32.523	(0.091)
Total Receipts	**$32.696**	**$31.125**	**($1.570)**	**$31.889**	**$0.764**	**$32.615**	**$0.726**	**$32.523**	**($0.091)**
Expenditures									
Labor:									
Payroll	$15.455	$15.054	$0.401	$15.387	($0.333)	$15.706	($0.318)	$16.010	($0.304)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	2.682	2.900	(0.219)	2.971	(0.070)	3.208	(0.237)	3.460	(0.252)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	2.219	2.660	(0.442)	2.746	(0.086)	2.845	(0.099)	2.940	(0.094)
Other Fringe Benefits	5.211	5.298	(0.087)	5.471	(0.173)	5.565	(0.094)	5.693	(0.129)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**$25.566**	**$25.913**	**($0.346)**	**$26.575**	**($0.663)**	**$27.324**	**($0.749)**	**$28.103**	**($0.779)**
Non-Labor:									
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.169	0.186	(0.017)	0.204	(0.019)	0.225	(0.020)	0.247	(0.022)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	5.275	4.482	0.794	4.553	(0.072)	4.499	0.055	3.595	0.904
Materials & Supplies	0.043	0.043	(0.001)	0.044	(0.001)	0.045	(0.001)	0.046	(0.001)
Other Business Expenses	1.643	0.502	1.141	0.512	(0.010)	0.523	(0.011)	0.533	(0.010)
Total Non-Labor Expenditures	**$7.129**	**$5.213**	**$1.917**	**$5.314**	**($0.101)**	**$5.291**	**$0.023**	**$4.420**	**$0.871**
Other Expenditure Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditures	**$32.696**	**$31.125**	**$1.570**	**$31.889**	**($0.764)**	**$32.615**	**($0.726)**	**$32.523**	**$0.091**
Baseline Net Cash Deficit	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA CAPITAL CONSTRUCTION COMPANY
2012 Preliminary Budget
July Financial Plan 2012-2015
Summary of Major Plan-to-Plan Changes

2011: July Financial Plan vs. February Financial Plan

The July Financial Plan is $1.741 million (5.06%) lower than the February Financial Plan. This decrease is due to lower labor expenditures. The 2011 July Plan is projecting a staffing level of 140 by year end. Under the direction of MTAHQ, 7 positions will be eliminated through the 15% Reimbursable Administrative Position Reduction. Labor costs have decreased by $1.996 million due to the reallocation and reorganization of staffing. Non-Labor costs are expected to increase by $0.255 million in insurance, professional services, materials and supplies, and other business expenses. Administrative costs captured within this plan are environmental and archeological resources, MTA Audit chargebacks, payroll mobility tax, telecommunications and increased occupancy expenditures. In 2011, the Security Program and Second Avenue Subway staff relocated from field offices to 2 Broadway. In order to accommodate these organizational changes, various expenditures such as furniture, supplies, communication devices and equipment purchases are captured within this plan.

2012 - 2015: July Financial Plan vs. February Financial Plan

Projections for 2012 have decreased by $4.134 million, 11.73%, from the February Financial Plan. Major construction of capital projects continue to progress while the administrative budget will drop significantly. In 2012, staffing levels remain constant at 140 through 2015. Labor expenses are $2.45 million (8.64%) lower than the February Plan. Overall Non-labor expenditures are $1.684 million lower, 24.42%, for company-wide construction support. Expenditures are consistent with 2011 forecasts. The Professional Services budget includes miscellaneous engineering and legal services, environmental services and consultant fees. To continue support of the progression of our mega projects and comply with the oversight measures directed by the MTA and FTA, the independent engineer expenses remains in a separate category within MTACC's 2010-2014 Capital Plan, along with legal litigation fees for ease of tracking and control. Temporary expert services (hiring indefinite quantity consultant firms and individuals to support project controls, claims and change orders) for project needs are projected in the July Plan as are AAPL insurance expenses and payroll mobility tax. Additional areas that have contributed to a variance between July and February plans are the decreases in professional services and other business expenses. Labor and non-labor costs are lower than the February Adopted budget and overall budgeted expenses are expected to decrease in 2013 by 11.50% and 2014 by 8.48%. In 2015, a drop in the number of anticipated consultants result in a variance of 10.80% due to continued savings in labor and mega projects closing in on completion dates.

MTA CAPITAL CONSTRUCTION
July Financial Plan 2012-2015
Changes Between Financial Plans by Generic Categories
($ in millions)

REIMBURSABLE

	2011	2012	2013	2014
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Changes				
Revenue				
Farebox Revenue				
Additional Actions for Budget Balance: Revenue Impact				
Vehicle Toll Revenue				
Capital and Other Reimbursement	($1.741)	($4.134)	($4.141)	($3.023)
Total Revenue Changes	($1.741)	($4.134)	($4.141)	($3.023)
Expenses				
Labor:				
Payroll	$1.229	$1.994	$2.007	$2.020
Health and Welfare	0.117	0.075	0.197	0.155
OPEB Current Payment				
Pensions	0.109	(0.262)	(0.275)	(0.304)
Other Fringe Benefits	0.541	0.644	0.569	0.610
Reimbursable Overhead				
Total Labor Expense Changes	$1.996	$2.450	$2.498	$2.481
Non-Labor:				
Traction and Propulsion Power				
Fuel for Buses and Trains				
Insurance	($0.054)	($0.059)	($0.065)	($0.072)
Claims				
Paratransit Service Contracts				
Professional Service Contracts	(0.097)	0.699	0.665	(0.427)
Maintenance and Other Operating Contracts				
Materials & Supplies	0.003	0.003	0.003	0.003
Other Business Expenses	(0.107)	1.041	1.041	1.038
Total Non-Labor Expense Changes	($.255)	$1.684	$1.643	$.542
Total Expense Changes	$1.741	$4.134	$4.141	$3.023
Other Expense Adjustments/Gap Closing Actions				
Other - Restricted Cash Adjustment				
Additional Actions for Budget Balance: Expense Impact				
Total Other Expenditure AdjustmentsChanges	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Baseline Changes	***($0.000)***	***($0.000)***	***($0.000)***	***($0.000)***
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**($0.000)**	**($0.000)**	**($0.000)**	**($0.000)**

MTA CAPITAL CONSTRUCTION
July Financial Plan 2012-2015
Summary of Major Programmatic Changes Between Financial Plans
($ in millions)

REIMBURSABLE

	2011	2012	2013	2014
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Reimbursable Major Changes				
Revenue				
Sub-Total Non-Reimbursable Revenue Changes	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Expenses				
Sub-Total Non-Reimbursable Expense Changes	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Non-Reimbursable Major Changes	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Reimbursable Major Changes				
Revenue	($1.741)	($4.134)	($4.141)	($3.023)
Sub-Total Reimbursable Revenue Changes	($1.741)	($4.134)	($4.141)	($3.023)
Expenses	$1.741	$4.134	$4.141	$3.023
Sub-Total Reimbursable Expense Changes	$1.741	$4.134	$4.141	$3.023
Total Reimbursable Major Changes	***($0.000)***	***($0.000)***	***($0.000)***	***$0.000***
Total Accrual Changes	**($0.000)**	**($0.000)**	**($0.000)**	**$0.000**
Cash Adjustment Changes				
Total Cash Adjustment Changes	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Baseline Changes	***($0.000)***	***($0.000)***	***($0.000)***	***$0.000***
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**($0.000)**	**($0.000)**	**($0.000)**	**$0.000**

MTA CAPITAL CONSTRUCTION COMPANY
2012 Preliminary Budget
July Financial Plan 2012-2015
Positions

Position Assumptions

All MTACC costs are reimbursable from the MTA Capital Program. The July Financial Plan projects 2011 year end staffing of 140. Staffing levels reach 140 in the fourth quarter 2011 and remain constant at that level.

The balance of our staffing needs will be met with a mix of employees matrixed* to the company from other agencies or provided by third party consultants. The actual mix of MTACC employees, matrixed employees and consultant staff are dependent upon the particular needs of each project and the availability of the proper resources.

MTACC has carefully timed the hiring of employees to correspond with the needs of the projects and the mix of construction and design activities underway. MTACC's goal is to continue to keep project management costs below the industry standard.

The 2011 year-end staffing level remains constant at 140 employees. The breakdown is as follows: 55 MTACC administrative positions and 85 project positions implementing East Side Access, Second Avenue Subway, Lower Manhattan, No. 7 Line and the system-wide security program.

*Employees of other agencies under temporary management by MTACC

MTA CAPITAL CONSTRUCTION
July Financial Plan 2012-2015
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
MTACC	27	41	41	41	41	41
Engineering/Capital						
MTACC	25	14	14	14	14	14
East Side Access	21	23	23	23	23	23
Security	13	14	14	14	14	14
Second Avenue Subway	16	18	18	18	18	18
Lower Manhattan Project	16	18	18	18	18	18
7 Line Extension	10	12	12	12	12	12
Total Engineering/Capital	**101**	**99**	**99**	**99**	**99**	**99**
Total Baseline Positions	**128**	**140**	**140**	**140**	**140**	**140**
Non-Reimbursable	-	-	-	-	-	-
Reimbursable	128	140	140	140	140	140
Total Full-Time	128	140	140	140	140	140
Total Full-Time Equivalents	-	-	-	-	-	-

MTA CAPITAL CONSTRUCTION
July Financial Plan 2012-2015
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	27	41	41	41	41	41
Operational Hourlies	-	-	-	-	-	-
Total Administration	27	41	41	41	41	41
Operations						
Managers/Supervisors						
Professional, Technical, Clerical						
Operational Hourlies						
Total Operations	-	-	-	-	-	-
Maintenance						
Managers/Supervisors						
Professional, Technical, Clerical						
Operational Hourlies						
Total Maintenance	-	-	-	-	-	-
Engineering/Capital						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	101	99	99	99	99	99
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	101	99	99	99	99	99
Public Safety						
Managers/Supervisors						
Professional, Technical, Clerical						
Operational Hourlies						
Total Public Safety	-	-	-	-	-	-
Total Baseline Positions						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	128	140	140	140	140	140
Operational Hourlies	-	-	-	-	-	-
Total Baseline Positions	128	140	140	140	140	140

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Long Island Bus

MTA LONG ISLAND BUS
2012 Preliminary Budget
July Financial Plan 2012 - 2015

FINANCIAL OVERVIEW

MTA Long Island Bus (LI Bus) is managed by the MTA through a lease and operating agreement with Nassau County. This agreement will end on December 31, 2011; Nassau County will transfer the operation to a private entity. The MTA has agreed to operate the system through the end of 2011 without reductions in scheduled service.

The July Financial Plans retain all February Plan initiatives and are adjusted to reflect new inflation assumptions, savings initiatives, budget guidelines and the privatization of LI Bus operation. This Financial Plan is only through December 31, 2011.

The July Financial Plan baseline cash deficit is $88.6 million which is as follows:

- $54.6 million Total Receipts
- $107.0 million Labor Expenditures
- $36.2 million Non-Labor Expenditures

The baseline cash deficit is $3.9 million unfavorable when compared to the February Plan. This is primarily due to timing from 2010, higher energy costs, partially offset by the savings reduction plan.

In the 2011 Adopted Budget, the MTA assumed that it would not contribute to LI Bus' deficit. While the MTA operates the Nassau County bus system, the County owns all assets and is responsible for funding operations. Effective December 31, 2011, the MTA will no longer fund LI Bus' operations, eliminating all MTA subsidies to LI Bus. Any costs incurred beyond this date, as well as any other liabilities, are assumed to be the responsibility of Nassau County, which would be consistent with the original lease and operating agreement signed by both parties in 1973.

Subsequent to the February Plan, the MTA agreed to continue the operation of LI Bus at current service levels. This funding would come from an expense reduction plan, a carryover of 2010 cash, and funding provided by the NYS Senate in the amount of $8.6 million. Further, Nassau County only contributed $4.5 million of the agreed upon subsidy of $9.1 million. The MTA internal deficit funding therefore increased to $13.1 million.

The 2011 July Plan makes up this remaining budget gap with the following actions:

- Administrative / Support Reduction
- Consolidation of Division Office with Queens South
- Paratransit Staff Reduction
- Shop Overhaul Program

- Rockville Centre Depot Weekend Closure
- CNG Tax Credit Extension
- OTPS Economies / Timing

Finally, the July Plan includes a $13.5 million increase in 2011 attributable to cash timing from 2010 detailed in the generic budget categories as follows:

- $3.2 million in Payroll retroactive wage provision for represented employees
- $0.6 million in Insurance
- $5.7 million in prior year's Claims
- $4.0 million in timing of OTPS expenses given the BSC blackout in late 2010

Two major unions (TWU 252, SSSA) agreement expired with the past two years. Based on final agreements, the 2011 cash budget may be impacted by retroactive pay requirements.

2011 Mid-Year Forecast

The total revenue in the 2011 July Plan is projected at $57.2 million, of which $46.5 million is expected from Farebox receipts. Other Operating Revenue is projected at $1.7 million and Capital and Other Reimbursements at $9.0 million. Total Revenue increased by $1.8 million over the 2011 February Plan and is due to increased FTA Funding in Capital and Other Reimbursements.

LI Bus 2011 July Forecast reflects total non-reimbursable baseline expenses of $123.8 million before Depreciation and OPEB Obligation. The baseline cash deficit increased by $3.9 million from the February Plan, due to the following:

- $13.5 million from 2010 Cash Timing
- $3.0 million in CPI mainly in fuel cost

Offset by:

- $12.6 million in savings reduction plan

MTA LONG ISLAND BUS
July Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Operating Revenue						
Farebox Revenue	$43.818	$46.460	$0.000	$0.000	$0.000	$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	1.589	1.716	-	-	-	-
Capital and Other Reimbursements		-	-	-	-	-
Total Revenue	**$45.407**	**$48.176**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Operating Expenses						
Labor:						
Payroll	$59.922	$60.926	$0.000	$0.000	$0.000	$0.000
Overtime	10.055	9.747	-	-	-	-
Health and Welfare	11.065	15.596	-	-	-	-
OPEB Current Payment	0.717	0.847	-	-	-	-
Pensions	6.896	7.177	-	-	-	-
Other Fringe Benefits	13.813	6.858	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	**$102.468**	**$101.151**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:						
Traction and Propulsion Power						
Fuel for Buses and Trains	$8.524	$6.403	$0.000	$0.000	$0.000	$0.000
Insurance	0.519	0.610	-	-	-	-
Claims	6.746	3.733	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	8.859	9.044	-	-	-	-
Professional Service Contracts	1.972	1.581	-	-	-	-
Materials & Supplies	3.004	1.113	-	-	-	-
Other Business Expenses	(0.313)	0.187	-	-	-	-
Total Non-Labor Expenses	**$29.311**	**$22.671**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation & GASB Adj.	**$131.779**	**$123.822**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Depreciation	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
OPEB Obligation	9.009	8.960	-	-	-	-
Environmental Remediation	-	-	-	-	-	-
Total Expenses	**$140.788**	**$132.782**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Surplus/(Deficit)	**($95.381)**	**($84.606)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA LONG ISLAND BUS
July Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
($ in millions)

REIMBURSABLE

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	8.484	9.033	-	-	-	-
Total Revenue	**$8.484**	**$9.033**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Expenses						
Labor:						
Payroll	$0.806	$1.030	$0.000	$0.000	$0.000	$0.000
Overtime	1.388	-	-	-	-	-
Health and Welfare	0.262	0.402	-	-	-	-
OPEB Current Payment	1.174	1.286	-	-	-	-
Pensions	0.181	0.116	-	-	-	-
Other Fringe Benefits	0.271	0.199	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	**$4.082**	**$3.033**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.199	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.151	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	4.052	6.000	-	-	-	-
Other Business Expenses	-	-	-	-	-	-
Total Non-Labor Expenses	**$4.402**	**$6.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation & GASB Adj.	**$8.484**	**$9.033**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Depreciation	-	-	-	-	-	-
Total Expenses	**$8.484**	**$9.033**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA LONG ISLAND BUS
July Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE / REIMBURSABLE	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Farebox Revenue	$43.818	$46.460	$0.000	$0.000	$0.000	$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	1.589	1.716	-	-	-	-
Capital and Other Reimbursements	8.484	9.033	-	-	-	-
Total Revenue	**$53.891**	**$57.209**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Expenses						
Labor:						
Payroll	$60.728	$61.956	$0.000	$0.000	$0.000	$0.000
Overtime	11.443	9.747	-	-	-	-
Health and Welfare	11.327	15.998	-	-	-	-
OPEB Current Payment	1.891	2.133	-	-	-	-
Pensions	7.077	7.293	-	-	-	-
Other Fringe Benefits	14.084	7.057	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	**$106.550**	**$104.184**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:						
Traction and Propulsion Power	-	-	-	-	-	-
Fuel for Buses and Trains	$8.723	$6.403	$0.000	$0.000	$0.000	$0.000
Insurance	0.519	0.610	-	-	-	-
Claims	6.746	3.733	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	9.010	9.044	-	-	-	-
Professional Service Contracts	1.972	1.581	-	-	-	-
Materials & Supplies	7.056	7.113	-	-	-	-
Other Business Expenses	(0.313)	0.187	-	-	-	-
Total Non-Labor Expenses	**$33.713**	**$28.671**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation & GASB Adj.	**$140.263**	**$132.855**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Depreciation	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
OPEB Obligation	9.009	8.960	-	-	-	-
Environmental Remediation	-	-	-	-	-	-
Total Expenses	**$149.272**	**$141.815**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Surplus/(Deficit)	**($95.381)**	**($84.606)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA LONG ISLAND BUS
July Financial Plan 2012 - 2015
Cash Receipts & Expenditures
($ in millions)

CASH RECEIPTS AND EXPENDITURES	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$44.023	$46.349	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	3.601	1.666	-	-	-	-
Capital and Other Reimbursements	12.217	6.621	-	-	-	-
Total Receipts	**$59.841**	**$54.636**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Expenditures						
Labor:						
Payroll	$59.872	$64.809	$0.000	$0.000	$0.000	$0.000
Overtime	11.016	9.709	-	-	-	-
Health and Welfare	12.727	15.931	-	-	-	-
OPEB Current Payment	1.838	2.134	-	-	-	-
Pensions	4.378	7.110	-	-	-	-
Other Fringe Benefits	8.056	7.013	-	-	-	-
GASB Account	0.327	0.338	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	**$98.214**	**$107.044**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:						
Traction and Propulsion Power						
Fuel for Buses and Trains	$9.379	$6.102	$0.000	$0.000	$0.000	$0.000
Insurance	0.091	1.208	-	-	-	-
Claims	2.534	9.344	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	9.038	12.861	-	-	-	-
Professional Service Contracts	1.935	1.487	-	-	-	-
Materials & Supplies	7.276	5.004	-	-	-	-
Other Business Expenses	1.173	0.159	-	-	-	-
Total Non-Labor Expenditures	**$31.426**	**$36.165**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenditure Adjustments:						
Other	-	-	-	-	-	-
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditures	**$129.640**	**$143.209**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Cash Deficit	**($69.799)**	**($88.573)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA LONG ISLAND BUS
July Financial Plan 2012 - 2015
Cash Conversion (Cash Flow Adjustments)
($ in millions)

CASH FLOW ADJUSTMENTS	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$0.205	($0.111)	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	2.012	(0.050)	-	-	-	-
Capital and Other Reimbursements	3.733	(2.412)	-	-	-	-
Total Receipts	**$5.950**	**($2.573)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Expenditures						
Labor:						
Payroll	$0.856	($2.853)	$0.000	$0.000	$0.000	$0.000
Overtime	0.427	0.038	-	-	-	-
Health and Welfare	(1.400)	0.067	-	-	-	-
OPEB Current Payment	0.053	(0.000)	-	-	-	-
Pensions	2.699	0.183	-	-	-	-
Other Fringe Benefits	6.028	0.044	-	-	-	-
GASB Account	(0.327)	(0.338)	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	**$8.336**	**($2.860)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	(0.656)	0.301	-	-	-	-
Insurance	0.428	(0.599)	-	-	-	-
Claims	4.212	(5.611)	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(0.028)	(3.817)	-	-	-	-
Professional Service Contracts	0.037	0.094	-	-	-	-
Materials & Supplies	(0.220)	2.109	-	-	-	-
Other Business Expenditures	(1.486)	0.028	-	-	-	-
Total Non-Labor Expenditures	**$2.287**	**($7.494)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenditures Adjustments:						
Other	-	-	-	-	-	-
Total Other Expenditures Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Gap Closing Actions:						
	-	-	-	-	-	-
Total Gap Closing Actions	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Cash Conversion Adjustments before Depreciation	**$16.573**	**($12.927)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Depreciation Adjustment	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
OPEB Obligation	9.009	8.960	-	-	-	-
Environmental Remediation	-	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	**$25.582**	**($3.967)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA LONG ISLAND BUS
2012 Preliminary Budget
July Financial Plan 2012 - 2015
Year-to-Year Summary of Changes

As of December 31, 2011 Nassau County will transfer LI Bus operation to a private entity**. The July Plan only reflects financial information through the end of the current year.**

MTA LONG ISLAND BUS
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

NON-REIMBURSABLE — **Favorable/(Unfavorable)**

	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$46.460	$0.000	($46.460)	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue			0.000		0.000		0.000		0.000
Other Operating Revenue	1.716	0.000	(1.716)	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	**$48.176**	**$0.000**	**($48.176)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Expenses									
Labor:									
Payroll	$60.926	$0.000	$60.926	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Overtime	9.747	0.000	9.747	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	15.596	0.000	15.596	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.847	0.000	0.847	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	7.177	0.000	7.177	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	6.858	0.000	6.858	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	**$101.151**	**$0.000**	**$101.151**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:									
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	6.403	0.000	6.403	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.610	0.000	0.610	0.000	0.000	0.000	0.000	0.000	0.000
Claims	3.733	0.000	3.733	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	9.044	0.000	9.044	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	1.581	0.000	1.581	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	1.113	0.000	1.113	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.187	0.000	0.187	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	**$22.671**	**$0.000**	**$22.671**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenses Adjustments:									
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjs.	**$123.822**	**$0.000**	**$123.822**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Obligation	8.960	0.000	8.960	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$132.782**	**$0.000**	**$132.782**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Net Surplus/(Deficit)	**($84.606)**	**$0.000**	**$84.606**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA LONG ISLAND BUS
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

REIMBURSABLE

Favorable/(Unfavorable)

	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue									
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	9.033	0.000	(9.033)	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	**$9.033**	**$0.000**	**($9.033)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Expenses									
Labor:									
Payroll	$1.030	$0.000	$1.030	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.402	0.000	0.402	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	1.286	0.000	1.286	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.116	0.000	0.116	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.199	0.000	0.199	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	**$3.033**	**$0.000**	**$3.033**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:									
Traction and Propulsion Power			$0.000		$0.000		$0.000		$0.000
Fuel for Buses and Trains	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	6.000	0.000	6.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	**$6.000**	**$0.000**	**$6.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenses Adjustments:									
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$9.033**	**$0.000**	**$9.033**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Depreciation	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Expenses	**$9.033**	**$0.000**	**$9.033**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Net Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA LONG ISLAND BUS
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

CASH RECEIPTS AND EXPENDITURES	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Receipts									
Farebox Revenue	$46.349	$0.000	($46.349)	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue									
Other Operating Revenue	1.666	0.000	(1.666)	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	6.621	0.000	(6.621)	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	**$54.636**	**$0.000**	**($54.636)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Expenditures									
Labor:									
Payroll	$64.809	$0.000	$64.809	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Overtime	9.709	0.000	9.709	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	15.931	0.000	15.931	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	2.134	0.000	2.134	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	7.110	0.000	7.110	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	7.013	0.000	7.013	0.000	0.000	0.000	0.000	0.000	0.000
GASB Account	0.338	0.000	0.338	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**$107.044**	**$0.000**	**$107.044**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:			$0.000		$0.000		$0.000		$0.000
Traction and Propulsion Power									
Fuel for Buses and Trains	$6.102	$0.000	$6.102	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Insurance	1.208	0.000	1.208	0.000	0.000	0.000	0.000	0.000	0.000
Claims	9.344	0.000	9.344	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	12.861	0.000	12.861	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	1.487	0.000	1.487	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	5.004	0.000	5.004	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.159	0.000	0.159	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	**$36.165**	**$0.000**	**$36.165**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenditure Adjustments:									
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditures	**$143.209**	**$0.000**	**$143.209**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Net Cash Deficit	**($88.573)**	**$0.000**	**$88.573**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA LONG ISLAND BUS
2012 Preliminary Budget
July Financial Plan 2012 - 2015
Summary of Major Plan-to-Plan Changes

2011: July Financial Plan vs. February Financial Plan

Revenue and Expense Changes

The total revenue projected for 2011 is $57.2 million while expenses before Depreciation and OPEB Obligation is $132.9 million. This resulted in a favorable change of $9.6 million from the 2011 February Plan and is comprised of the following:

- Revenue - $1.8 million increase based on a projected $2.0 million increase in Capital and Other Reimbursements offset by a $0.2 million decrease in Farebox Revenue
- Labor – $2.9 million favorable results due to the various budget reduction initiatives
- Non-Labor – $4.8 million favorable results due to the various budget reduction initiatives partially offset by CPI primarily in fuel

Cash Adjustments

Cash for all line items mirrors the Non-reimbursable / Reimbursable accrual tables. However, an additional cash adjustment of $13.5 million in 2010 timing was made in 2011.

Reimbursable Changes

The changes in the reimbursable budget are due to the FTA $2.0 million increase funding of Preventive Maintenance.

MTA LONG ISLAND BUS
July Financial Plan 2012 - 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

NON-REIMBURSABLE

	2011	2012	2013	2014	2015
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**($84.659)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Changes					
Revenue					
Farebox Revenue	($.184)	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue					
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	**($.184)**	**$.000**	**$.000**	**$.000**	**$.000**
Expenses					
Labor:					
Payroll	$2.832	$0.000	$0.000	$0.000	$0.000
Overtime	(0.125)	0.000	0.000	0.000	0.000
Health and Welfare	(0.408)	0.000	0.000	0.000	0.000
OPEB Current Payment	0.082	0.000	0.000	0.000	0.000
Pensions	0.279	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.271	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	**$2.930**	**$.000**	**$.000**	**$.000**	**$.000**
Non-Labor:					
Traction and Propulsion Power					
Fuel for Buses and Trains	$2.306	$0.000	$0.000	$0.000	$0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.524	0.000	0.000	0.000	0.000
Professional Service Contracts	0.309	0.000	0.000	0.000	0.000
Materials & Supplies	2.695	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	**$6.834**	**$.000**	**$.000**	**$.000**	**$.000**
Gap Closing Actions:					
	$.000	$.000	$.000	$.000	$.000
Total Gap Closing Actions	**$.000**	**$.000**	**$.000**	**$.000**	**$.000**
Depreciation	0	0	0	0	0
OPEB Obligation					
Environmental Remediation	0	0	0	0	0
Total Expense Changes	**$9.764**	**$.000**	**$.000**	**$.000**	**$.000**
Cash Adjustment Changes					
Restricted Cash Adjustment	($13.494)				
Total Cash Adjustment Changes	***($13.494)***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Baseline Changes	***($3.914)***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**($88.573)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA LONG ISLAND BUS
July Financial Plan 2012 - 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

REIMBURSABLE

	2011	2012	2013	2014	2015
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Changes					
Revenue					
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue					
Capital and Other Reimbursements	2.000	0.000	0.000	0.000	0.000
Total Revenue Changes	**$2.000**	**$.000**	**$.000**	**$.000**	**$.000**
Expenses					
Labor:					
Payroll	$0.000	$0.000	$0.000	$0.000	$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	**$.000**	**$.000**	**$.000**	**$.000**	**$.000**
Non-Labor:					
Traction and Propulsion Power					
Fuel for Buses and Trains	$0.000	$0.000	$0.000	$0.000	$0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	(2.000)	0.000	0.000	0.000	0.000
Other Business Expenses	$.000	$.000	$.000	$.000	$.000
Total Non-Labor Expense Changes	**($2.000)**	**$.000**	**$.000**	**$.000**	**$.000**
Total Expense Changes					
Gap Closing Expenses:					
Total Expense Changes	**($2.000)**	**$.000**	**$.000**	**$.000**	**$.000**
Cash Adjustment Changes					
Total Cash Adjustment Changes	0.000	0.000	0.000	0.000	0.000
Total Baseline Changes	0.000	0.000	$.000	0.000	0.000
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***

MTA LONG ISLAND BUS
July Financial Plan 2012-2015
Summary of Major Programmatic Changes Between Financial Plans
($ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2011	2012	2013	2014	2015
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**($84.659)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue	(0.184)	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Sub-Total Non-Reimbursable Revenue Changes	**($.184)**	**$.000**	**$.000**	**$.000**	**$.000**
Expenses					
Cost Reduction Programs:					
2011 Budget Reduction Shortfall	12.550	0.000	0.000	0.000	0.000
Administration	0.000	0.000	0.000	0.000	0.000
Additional Reductions in Overtime	0.000	0.000	0.000	0.000	0.000
Sub-Total Cost Reduction Programs	**12.550**	**0.000**	**0.000**	**0.000**	**0.000**
Major Re-estimates/Technical Adjustments/Other:					
Health & Welfare	0.398	0.000	0.000	0.000	0.000
Labor	0.000	0.000	0.000	0.000	0.000
- Rate change Fuel	(1.618)	0.000	0.000	0.000	0.000
	(1.400)	0.000	0.000	0.000	0.000
- overtime	(0.033)	0.000	0.000	0.000	0.000
- Rate change OTPS	(0.022)	0.000	0.000	0.000	0.000
All Other	(0.111)	0.000	0.000	0.000	0.000
Sub-Total Non-Reimbursable Expense Changes	$9.764	$.000	$.000	$.000	$.000
Total Non-Reimbursable Major Changes	**$9.580**	**$.000**	**$.000**	**$.000**	**$.000**
Reimbursable Major Changes					
Revenue					
Reimbursement of Increased Expense Requirements	0.000	0.000	0.000	0.000	0.000
Sub-Total Reimbursable Revenue Changes	$.000	$.000	$.000	$.000	$.000
Expenses					
Capital Project Material/Maintenance Contract Requirements	0.000	0.000	0.000	0.000	0.000
Sub-Total Reimbursable Expense Changes	$.000	$.000	$.000	$.000	$.000
Total Reimbursable Major Changes	**$.000**	**$.000**	**$.000**	**$.000**	**$.000**
Total Accrual Changes	**$9.580**	**$.000**	**$.000**	**$.000**	**$.000**
Cash Adjustment Changes					
Timing of 2010 Results Impacting 2011	(13.494)	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	**($13.494)**	**$.000**	**$.000**	**$.000**	**$.000**
Total Baseline Changes	**($3.914)**	**$.000**	**$.000**	**$.000**	**$.000**
Eliminate 2011 Unspecified PEGs-February Financial Plan	**$.000**	**$.000**	**$.000**	**$.000**	**$.000**
Total Changes	**($3.914)**	**$.000**	**$.000**	**$.000**	**$.000**
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**($88.573)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA LONG ISLAND BUS
2012 Preliminary Budget
July Financial Plan 2012 - 2015
Ridership / (Utilization)

Ridership:

Fixed-route ridership in 2011 is now projected to be 30.8 million, which is 0.2 million higher than the 2011 February Plan

Paratransit ridership is projected to be 0.3 million for 2011, which is on target with the 2011 February Plan.

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Revenue:

Fixed-route revenue in 2011 is now projected to be $45.3 million, which is $0.2 million lower than the 2011 February Plan.

Paratransit revenue is projected to be $1.2 million for 2011, which is on target with the 2011 February Plan.

MTA LONG ISLAND BUS
July Financial Plan 2012-2015
Ridership/Traffic Volume (Utilization)
(in millions)

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
RIDERSHIP						
Fixed Route	30.817	30.751	0.000	0.000	0.000	0.000
Paratransit	0.357	0.316	0.000	0.000	0.000	0.000
Total Ridership	**31.174**	**31.067**	**0.000**	**0.000**	**0.000**	**0.000**
FAREBOX REVENUE						
Fixed Route	$42.613	$45.291	$0.000	$0.000	$0.000	$0.000
Paratransit	1.205	1.169	0.000	0.000	0.000	$0.000
Total Revenue	**$43.818**	**$46.460**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA LONG ISLAND BUS
2011 Preliminary Budget
July Financial Plan 2012 – 2015
POSITIONS

Plan-to-Plan Changes

Total Non-Reimbursable and Reimbursable Baseline Positions

2011: July Financial Plan vs. February Financial Plan

The starting baseline positions for the 2011 February Plan are 1,105. There is a 57 position decrease in the July Plan which results in the sum of 1,048. The changes are as follows:

- -11 Administrative / Support Reductions
- - 15 Paratransit Efficiencies
- - 3 Shop Overhaul Program
- - 5 Consolidation of Division Office with Queens South
- -23 Rockville Centre Depot Weekend Closure

2012, 2013, 2014 & 2015: July Financial Plan vs. February Financial Plan and Year to Year Changes

As of December 31, 2011 Nassau County will transfer LI Bus operation to a private entity. The July Plan only reflects information on positions through the end of the current year.

MTA LONG ISLAND BUS
July Financial Plan 2012-2015
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
Office of the EVP	0	0	0	0	0	0
Human Resources	5	3	0	0	0	0
Office of Management and Budget	5	5	0	0	0	0
Technology & Information Services	16	18	0	0	0	0
Material	12	12	0	0	0	0
Controller	10	10	0	0	0	0
Office of the President	2	2	0	0	0	0
System Safety Administration	3	3	0	0	0	0
Law	10	9	0	0	0	0
Corporate Communications	2	3	0	0	0	0
Labor Relations	0	1	0	0	0	0
Non Departmental	-	5	0	0	0	0
Total Administration	**65**	**71**	**0**	**0**	**0**	**0**
Operations						
Buses (Fixed Route)	540	531	0	0	0	0
Buses (Paratransit)	146	142	0	0	0	0
Office of the Executive Vice President, Regional	0	0	0	0	0	0
Safety & Training	6	5	0	0	0	0
Road Operations	19	19	0	0	0	0
Transportation Support	16	14	0	0	0	0
Operations Planning	4	5	0	0	0	0
Revenue Control	5	6	0	0	0	0
Total Operations	**736**	**722**	**0**	**0**	**0**	**0**
Maintenance						
Buses (Fixed Route)	179	183	0	0	0	0
Buses (Paratransit)	8	12	0	0	0	0
Maintenance Support/CMF	22	21	0	0	0	0
Facilities	13	15	0	0	0	0
Supply Logistics	16	18	0	0	0	0
Total Maintenance	**238**	**249**	**0**	**0**	**0**	**0**
Engineering/Capital						
Capital Program Management	2	3	0	0	0	0
Public Safety						
Office of the Senior Vice President	3	3	0	0	0	0
Total Positions	**1,044**	**1,048**	**0**	**0**	**0**	**0**
Non-Reimbursable	1,029	1,033	0	0	0	0
Reimbursable	15	15	0	0	0	0
Total Full-Time	945	949	0	0	0	0
Total Full-Time Equivalents	99	99	0	0	0	0

MTA LONG ISLAND BUS
July Financial Plan 2012 -2015
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
Managers/Supervisors	31	29	-	-	-	-
Professional, Technical, Clerical	34	37	-	-	-	-
Operational Hourlies		5	-	-	-	-
Total Administration	**65**	**71**	**-**	**-**	**-**	**-**
Operations						
Managers/Supervisors	67	61	-	-	-	-
Professional, Technical, Clerical	43	38	-	-	-	-
Operational Hourlies	626	623	-	-	-	-
Total Operations	**736**	**722**	**-**	**-**	**-**	**-**
Maintenance						
Managers/Supervisors	40	38	-	-	-	-
Professional, Technical, Clerical	2	2	-	-	-	-
Operational Hourlies	196	209	-	-	-	-
Total Maintenance	**238**	**249**	**-**	**-**	**-**	**-**
Engineering/Capital						
Managers/Supervisors	1	2	-	-	-	-
Professional, Technical, Clerical	1	1	-	-	-	-
Operational Hourlies						
Total Engineering/Capital	**2**	**3**	**-**	**-**	**-**	**-**
Public Safety						
Managers/Supervisors	1	1	-	-	-	-
Professional, Technical, Clerical	0					
Operational Hourlies	2	2	-	-	-	-
Total Public Safety	**3**	**3**	**-**	**-**	**-**	**-**
Total Positions						
Managers/Supervisors	140	131	0	0	0	0
Professional, Technical, Clerical	80	78	0	0	0	0
Operational Hourlies	824	839	0	0	0	0
Total Baseline Positions	**1,044**	**1,048**	**-**	**-**	**-**	**-**

Long Island Rail Road

MTA LONG ISLAND RAIL ROAD
2012 Preliminary Budget
July Financial Plan 2012 - 2015

FINANCIAL OVERVIEW

Despite the impact of the economy on the MTA-wide transportation region, the LIRR remains committed to delivering safe, secure and reliable transportation while continually improving customer service. This proposed Mid-Year Forecast and Financial Plan contain funding for a series of strategic initiatives focused on bettering fleet performance and strengthening customer communications – two areas of particular concern for riders.

The July Plan holds controllable expense growth to an average of 2% per year, excluding the ramp-up costs in 2013-2015 for East Side Access. This achievement is made possible through the LIRR's continued efforts to control key cost drivers, with a particular focus on overtime expenses and inventory and materials purchasing. In addition to the extensive administrative reductions enacted in 2010 and the $42.8 million budget reduction program savings included as part of the Adopted Budget, this proposed Financial Plan incorporates $12.5 million in additional cost saving actions in 2011 that will have minimal or no impact on LIRR customers. These 2011 savings grow to $13.9 million in 2015.

Uncontrollable expenses such as health benefits, insurance and fuel continue to rise more rapidly than the rate of inflation. Of particular note is the burden the LIRR bears for its "closed pension plan," which has not accepted new members since the 1980's. Covering this 20th Century unfunded liability will cost the LIRR $118.5 million in 2011 alone. It is striking to note that as of July 1, 2011, the LIRR's total number of retirees/beneficiaries of 6,366, including 6,124 in the closed plan, is approximately the same as the total number of active LIRR employees.

Ridership

Ongoing economic weakness in the Long Island region is evident in 2011 ridership trends. Ridership through May is below the Adopted Budget by 2.2% and remains below 2010 levels by 1.8% when adjusted for calendar differences, reflecting the impact of the recession in the New York City area. Year-end 2011 ridership is now projected to be 80.6 million, which is 1.1% below 2010 levels. However, the projected ridership and farebox revenue for the 2012 Preliminary Budget reflects a 1.1% increase, respectively, over 2011 levels based on projected improvements in the 2012 employment forecast. Year-end 2012 ridership is projected to be 81.5 million.

Budget Reduction Initiatives

The LIRR's commitment to efficiency is evidenced by this proposed Forecast and Financial Plan, which contain $12.5 million in budget reduction programs in 2011 and $11.6 million in 2012. While the entire budget was subject to intensive review, three critical areas yielded the most savings, specifically administrative functions, maintenance, and non-operational critical projects. Each area is more fully described below.

I. *Administrative Functions:* One of the primary objectives of the budget development process was to reduce administrative expenditures. The Mid-Year Forecast reduced administrative costs by $7.4 million. While these savings dip slightly to $6.2 million in the 2012 Preliminary Budget associated with one-time savings in 2011, these savings grow to $7.8 million in 2015. These savings include further administrative and management staff reductions, delayed hires and a continued comprehensive review of non-payroll savings. Eleven management and administrative positions will not be filled in 2011. Six of these positions will be permanently removed in 2012. Non-payroll savings include lower utility consumption, improved efficiencies in train car toilet servicing, reducing various maintenance and professional contracts to historical spending levels, more aggressively pursuing restitution from third parties when LIRR property is damaged, a continued reduction in office supplies, professional memberships, printing and outside travel, reduced use of pagers and cell phones, and lower software and hardware maintenance costs.

II. *Fleet Maintenance:* The Maintenance of Equipment Department continues to aggressively manage and adjust its maintenance activity based on a Reliability Centered Maintenance program with projected savings of $1.8 million in 2011 and $3.5 million in 2012. Based on a careful analysis of mechanical failures, the department was able to lengthen the interval between several part replacement programs. This includes reducing the number of traction motor rebuilds for M3 cars, extending the M7 HVAC interval from eight years to ten years, extending the M7 Air Supply Unit replacement interval from six years to nine years, reducing M7 wheels pressed from 40 pairs to 30 pairs, however increasing inspections from 60 pairs to 70 pairs based on wheel wear analysis.

III. *Non-Operational Critical Projects*

- *Project Eliminations/ Deferrals:* Additional efforts to make every dollar count included a top-to-bottom review of all Operating Budget Funded Projects. In 2011, this analysis identified $2.4 million of lower priority projects to be deferred with no impact to service or customers.

- *Transportation Efficiencies:* Following an independent study conducted in 2007 that estimated the cost to collect revenue, LIRR took measures, including streamlining operations, to reduce this cost by 23%, and the Transportation Services Department continues to identify opportunities to become even more efficient. Specific initiatives included using a fare

collection test team to ensure collectors are utilized on the most crowded trains. The department has already identified a more efficient and cost effective method of moving train equipment in and out of the Sheridan Shop repair facility to reduce the cost impact of an expensive work rule.

- *Revenue collections*: The LIRR will implement an Automated Verification System (AVS) on all its Ticket Vending Machines (TVMs) by year end 2011. This system, which is part of a joint project with Metro-North Railroad, is similar to the credit card validation process at many gas stations that requires a customer to enter the zip code associated with the credit card being used. It is anticipated that the AVS will result in a significant reduction in fraud and reduce charge backs from the credit card companies.

Management Initiatives

Overtime: The Long Island Rail Road considers overtime management to be one of its highest priorities. Total overtime spending was reduced by $16.6 million or 15.1% between 2008 and 2010. The 2011 Adopted Budget targeted another 13.3% reduction in overtime spending. Through the first four months of 2011, the LIRR has cut overtime spending by another 6.5% when compared to 2010. Major initiatives launched in 2011 include a revised Maintenance of Equipment hiring plan to enable the department to achieve a more effective balance between straight-time and overtime, a revised Crew Management training program to achieve full headcount by year-end 2011, an across the board company initiative to improve upon employee availability, and improved train crew efficiencies. More recently, the LIRR reached an agreement with the Transportation Communications Union that resulted in deferring closing ticket windows and reducing staff through attrition rather than layoffs. This agreement, which provides greater flexibility in assignments, will result in additional overtime savings.

While the Mid-Year Forecast reflects an additional $8.0 million in overtime spending against the 2011 Adopted budget, 2011 spending is still projected to decrease over 2010 actuals by 4.7%. The additional spending is due to higher than anticipated weather-related overtime and unanticipated level of employee retirements in the Maintenance of Equipment Department at year-end 2010. The 2012 budget reflects an additional 7.6% over the Mid-Year Forecast.

Inventory Management: In 2009, the LIRR established an Inventory and Materials Task Force to improve the planning and oversight of material purchases and usage. This led to reducing the re-order point for selected “min-max” material, creating an interdepartmental review of all Maintenance of Equipment requisitions over $25,000, and increased scrutiny of maintenance activities at the key material order points to increase the accuracy of the work plan projections. As a result of these efforts the LIRR saved approximately $14.0 million in 2010 and $7.0 million in 2011. At this time, these savings are projected to reach $8.0 million in 2012.

New Needs

The 2012 Preliminary Budget reflects additional funding associated with three customer communication initiatives. These initiatives include enhancing the current Audio Visual Paging System (AVPS) in order to improve customer communication on station platforms during major service disruptions, introducing real-time train status information to customers via handheld devices, and upgrading the C3 Coach Audio Visual Announcement system.

AVPS is the system that communicates train service status via electronic messages at many LIRR stations. During major service disruptions, it is difficult for the LIRR to update the system for the many service and schedule changes that occur. As a result, during times when customers most need information, the LIRR must "shut down" the system and a generic "for information go to mta.info" message is displayed. The LIRR's strategy to address this issue will be to add the infrastructure, technology, communications workstations and staff at Jamaica and Penn Station dedicated to updating AVPS at all times, including major disruptions. As part of the Public Information Office (PIO), this team will cover an array of real-time customer communications including all phone communications to on-board crew, email alerts, twitter, message board, AVPS and public address announcements, ensuring a uniformity of message to customers and train crews based upon coordination with the Movement Bureau. The Customer Advocate position within the Movement Bureau will now be staffed 24/7 to provide the PIO with train-specific information and coordinate on customer information consistent with existing schedules for service diversions, cancel/combination plans and snow emergencies. One-time costs are $0.4 million and recurring costs are approximately $1.7 million, which includes 13 positions.

A second related issue is that the LIRR currently does not have the engineering/communications infrastructure to produce reliable real-time train service status information to customers via handheld devices. This is an inconvenience for customers, who more than ever rely on handheld devices for real time information. In order to address this issue, the LIRR will test and deploy GPS technology on its entire fleet so that it can provide more accurate and reliable real-time train information to customers via all modes of communication, including handheld devices. This will also improve information displayed on AVPS signage. Initial startup costs are approximately $0.4 million. Ongoing costs are anticipated to be less than $0.1 million and are primarily for maintenance agreements.

Currently, the LIRR's bi-level diesel coach cars do not have the fully functional audio visual announcement system indicating final destination, current station and next station information that is operational on the M7 electric fleet. This is because the transponder-based system originally installed on the coaches is based on outdated technology and infrastructure and it is no longer supported by cell carriers. The on board system is also difficult to repair because of parts obsolescence. The LIRR’s plan is to explore the feasibility of either restoring the existing system or purchasing and installing an updated system that relies less on wayside infrastructure (transponders) and more on current

technology. The new system would be GPS-based and linked to the train information system through a cellular interface, similar to the M7 system. It would be easier and less expensive to maintain since GPS systems have become common in the last 15 years and thus any issues that arise would be more easily resolved. Given that additional analysis is necessary and a preferred solution has not been identified, it is difficult to estimate costs for equipping the entire diesel coach fleet. As a result the July Financial Plan contains a one-time appropriation of $1.0 million in 2012 to embark on this project.

2011 Mid-Year Forecast

The LIRR's 2011 Mid-Year Forecast is comprised of non-reimbursable revenue totaling $605.8 million and non-reimbursable expenses including depreciation, other post employment benefits and environmental remediation of $1,584.8 million that generate an operating deficit of ($979.0) million. The 2011 Mid-Year Forecast reimbursable revenue and expenses each total $214.6 million.

The Baseline Accrued Deficit is ($18.5) million worse than the 2011 Adopted Budget. The Baseline Cash Deficit is ($10.1) million worse than the 2011 Adopted Budget.

Total Non-Reimbursable revenue is ($6.5) million unfavorable to the 2011 Adopted Budget. Farebox Revenue is ($5.7) million unfavorable due to lower ridership, partially offset by higher yield per passenger. Other Operating Revenue is unfavorable by ($0.8) million due to lower-than anticipated exterior train car advertising, partially offset by other advertising and rent and real estate revenue.

Total Non-Reimbursable expenses (excluding depreciation and OPEB) are unfavorable by ($12.0) million, or (1.0%). The unfavorable variance is primarily due to lower project activity resulting from a lower allocation of company-wide overhead allocated to reimbursable activity as well as more positions working on maintenance tasks than reflected in the Adopted Budget.

The major cash adjustments from the Adopted Budget are timing of actuals from 2010.

Full-time positions total 6,443 in the 2011 Mid-Year Forecast, with 5,810 non-reimbursable positions and 633 reimbursable positions. This reflects a reduction of 10 positions from 2010 Year-end Actual and 45 positions from the 2011 Adopted Budget. Most of the year-on-year reductions are associated with the Business Service Center and 2011 Budget Reduction Program, partially offset by new needs. The changes from the Adopted Budget include reductions due to vacant positions in the Engineering Department stemming from lower capital project activity and the implementation of the Budget Reduction Program. These decreases were partially offset by an increase in headcount in the Transportation Services and Public Affairs Departments for AVPS and real-time train tracking initiatives.

2012 Preliminary Budget - Baseline

The goals and objectives contained in the 2012 Preliminary Budget are consistent with the LIRR's mission and its aim to continue to improve service. Among the key goals for 2012 are maintaining on-time performance at 95.1% and a fleet-wide mean distance between failures (MDBF) of 150,000 miles. The budget plan also reflects a continuing commitment to improve both employee and customer safety and security. Other key assumptions incorporated in the baseline are discussed in a later section, along with reconciliation to the February Financial Plan.

The 2012 Revenue totals $848.7 million, of which $613.4 million is Non-reimbursable revenue and $235.3 million is Reimbursable revenue. The total expense budget is $1,900.5 million, of which $1,504.2 million is for operating expenses and the balance is associated with such non-cash items as depreciation, other post employment benefits and environmental remediation. Non-reimbursable operating expenses total $1,268.9 million in 2012, while Reimbursable expenses are $235.3 million in the accrued statements.

The cash budget for 2012 incorporates $874.8 million in cash receipts and $1,517.7 million in cash disbursements. The baseline cash requirement is ($642.9) million, as driven by operating expenses paid for in 2012, revenues received in 2012 and other adjustments to cash flow. The differences between accrued and cash budgets reflect natural lags between when costs are incurred and when they will be paid.

On an accrued basis, revenues and expenses in the 2012 Preliminary Budget are higher than in the 2011 Mid-Year Forecast. Total revenues for 2012 are $848.7 million, $28.3 million higher than in the 2011 Mid-Year Forecast, with non-reimbursable revenues rising by $7.6 million and Reimbursable revenues rising by $20.7 million. Baseline Ridership in 2012 increases over the 2011 Mid-Year Forecast by 0.9 million rides, or 1.1%. Total operating expenses before depreciation of $1,504.2 million reflect growth of $99.7 million over the 2011 Mid-Year Forecast. Non-reimbursable expenses increase by ($79.0) million and reimbursable expenses increase by ($20.7) million. While the resulting total operating baseline deficit increases by ($72.8) million to ($1,051.8) million in 2012, the projected baseline cash deficit (or subsidy requirement) of ($642.9) million in 2012 is higher by ($76.6) million.

Full-time positions total 6,522 in the 2012 Preliminary Budget, with 5,905 non-reimbursable positions and 617 reimbursable positions. Compared to the 2011 Mid-Year Forecast, this reflects a total increase of 79 positions, 95 non-reimbursable positions and a decrease of (16) reimbursable positions. The major drivers of the non-reimbursable headcount change are reliability centered maintenance activity in the Equipment Department and staffing levels in the Transportation Services Department. The driver of the reimbursable headcount decline is a result of the capital administrative headcount reduction.

2013-2015 Projections

The baseline projections for 2013 through 2015 reflect minor changes that impact customers. Goals remain unchanged to continue improving key performance measures in safety, for employees and customers, and MDBF, which is 152,000 miles fleet-wide. Projections are to maintain an on-time performance rating of 95.1%. During this period, the LIRR will continue its Reliability Centered Maintenance (RCM) for its M7 fleet, as many components start to enter key maintenance stages. Fulfillment of RCM requirements will continue to place growing demands on resources, in both labor and maintenance materials. In late 2013, the LIRR will begin ramping up costs for service to Grand Central Terminal scheduled to open in 2016 (East Side Access).

The baseline projections for 2013-2015 reflect these various impacts. Non-reimbursable revenues grow by less than 1% in each year, while Reimbursable revenues decrease by 0.4% in 2013, increase by 1.3% in 2014 and decreases by 1.3% in 2015.

The pace of expense growth is higher, driven by rates that exceed inflation in Health and Welfare (active and retirees), Traction and Propulsion Power, Fuel for Trains and Pension costs throughout the plan. Non-reimbursable expenses (before depreciation) grow by 3.2% from $1,268.9 million in 2012 to $1,309.4 million in 2013. They continue to rise by 5.9% in 2014 and 9.4% in 2015, reaching $1,517.8 million. East Side Access ramp-up costs are included beginning in 2013. Reimbursable expenses decrease by 0.4% in 2013, increase by 1.3% in 2014 and decreases by 1.3% in 2015.

On a year-to-year basis, the Baseline positions decrease in 2013 by 9 positions over 2012, increase by 208 positions in 2014 and 310 positions in 2015. The increases in 2014 and 2015 are primarily related to the East Side Access ramp-up. For the period 2012 to 2014, reimbursable positions remain flat, and declines by 7 in 2015.

Appearing in a separate section is a discussion of the major assumptions in the 2013-2015 forecasts and reconciliations to the Adopted Budget for the years through 2015.

GAP CLOSING MEASURES – Budget Reduction Program (BRP)

BRP Actions

The Mid-Year Forecast includes a Budget Reduction Program resulting in 2011 cash reductions of $12.5 million. This includes $9.8 million administrative, $1.8 million maintenance, $0.6 million revenue enhancements (fraud avoidance) and $0.3 million service support.

The 2012 BRP results in $11.6 million in savings and includes $6.2 million administrative, $3.5 million maintenance, $1.3 million revenue enhancements and $0.6 million service support.

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Operating Revenue						
Farebox Revenue	$523.206	$569.039	$575.494	$579.957	$584.699	$589.065
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	34.404	36.753	37.895	38.537	39.738	40.539
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	**$557.610**	**$605.792**	**$613.389**	**$618.494**	**$624.437**	**$629.604**
Operating Expenses						
Labor:						
Payroll	$419.860	$408.094	$417.177	$424.433	$448.814	$480.103
Overtime	79.507	78.268	70.990	70.881	72.223	73.621
Health and Welfare	75.366	83.398	96.882	105.143	118.538	134.916
OPEB Current Payment	48.116	56.291	64.417	70.472	77.122	84.381
Pensions	139.513	157.823	191.771	194.318	199.736	205.586
Other Fringe Benefits	90.190	89.117	91.383	93.589	99.608	107.252
Reimbursable Overhead	(26.597)	(28.834)	(32.365)	(29.093)	(28.251)	(22.597)
Total Labor Expenses	**$825.956**	**$844.157**	**$900.255**	**$929.743**	**$987.790**	**$1,063.262**
Non-Labor:						
Traction and Propulsion Power	$79.999	$86.358	$93.191	$98.761	$108.475	$138.106
Fuel for Buses and Trains	17.219	23.597	25.194	25.785	25.638	25.859
Insurance	14.745	15.336	16.608	17.936	19.393	21.002
Claims	10.290	15.810	16.110	16.116	16.472	16.841
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	64.263	74.866	72.245	72.345	74.493	80.738
Professional Service Contracts	17.086	19.385	20.209	20.082	20.577	21.632
Materials & Supplies	91.974	98.907	113.383	116.756	122.181	137.998
Other Business Expenses	9.348	11.443	11.707	11.856	12.063	12.328
Total Non-Labor Expenses	**$304.924**	**$345.702**	**$368.647**	**$379.637**	**$399.292**	**$454.504**
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjs.	**$1,130.880**	**$1,189.859**	**$1,268.902**	**$1,309.380**	**$1,387.082**	**$1,517.766**
Depreciation	319.485	317.991	317.060	309.279	298.284	307.186
OPEB Obligation	64.984	74.940	77.250	79.568	81.955	84.413
Environmental Remediation	(0.356)	2.000	2.000	2.000	2.000	2.000
Total Expenses	**$1,514.993**	**$1,584.790**	**$1,665.212**	**$1,700.227**	**$1,769.321**	**$1,911.365**
Baseline Surplus/(Deficit)	**($957.382)**	**($978.998)**	**($1,051.823)**	**($1,081.733)**	**($1,144.884)**	**($1,281.761)**
Cash Conversion Adjustments						
Depreciation	$319.485	$317.991	$317.060	$309.279	$298.284	$307.186
Operating/Capital	(8.090)	(6.943)	(10.465)	(9.431)	(9.711)	(9.971)
Other Cash Adjustment	48.052	101.638	102.347	95.095	82.599	85.772
Total Cash Conversion Adjustments	**$359.447**	**$412.686**	**$408.942**	**$394.943**	**$371.172**	**$382.987**
Net Cash Surplus/(Deficit)	**($597.935)**	**($566.312)**	**($642.881)**	**($686.790)**	**($773.712)**	**($898.774)**

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

REIMBURSABLE	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	178.454	214.640	235.314	234.432	237.539	234.556
Total Revenue	**$178.454**	**$214.640**	**$235.314**	**$234.432**	**$237.539**	**$234.556**
Expenses						
Labor:						
Payroll	$70.107	$68.862	$77.779	$79.713	$81.245	$82.244
Overtime	13.407	10.274	10.831	11.057	11.272	11.488
Health and Welfare	12.207	11.562	13.460	13.946	14.216	14.398
OPEB Current Payment	-	-	-	-	-	-
Pensions	21.578	19.360	19.455	19.344	19.718	19.970
Other Fringe Benefits	14.849	13.867	16.210	16.796	17.120	17.340
Reimbursable Overhead	26.597	28.834	32.365	29.093	28.251	22.597
Total Labor Expenses	**$158.744**	**$152.759**	**$170.100**	**$169.949**	**$171.822**	**$168.037**
Non-Labor:						
Traction and Propulsion Power	$0.147	$0.047	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	0.970	5.697	6.882	7.024	7.160	7.222
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	8.215	10.900	10.690	10.774	10.948	11.081
Professional Service Contracts	1.555	2.435	1.134	0.981	0.990	0.996
Materials & Supplies	8.687	42.721	46.422	45.615	46.528	47.128
Other Business Expenses	0.137	0.081	0.086	0.089	0.091	0.092
Total Non-Labor Expenses	**$19.710**	**$61.881**	**$65.214**	**$64.483**	**$65.717**	**$66.519**
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$178.454**	**$214.640**	**$235.314**	**$234.432**	**$237.539**	**$234.556**
Depreciation	-	-	-	-	-	-
Total Expenses	**$178.454**	**$214.640**	**$235.314**	**$234.432**	**$237.539**	**$234.556**
Baseline Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE / REIMBURSABLE	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Farebox Revenue	$523.206	$569.039	$575.494	$579.957	$584.699	$589.065
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	34.404	36.753	37.895	38.537	39.738	40.539
Capital and Other Reimbursements	178.454	214.640	235.314	234.432	237.539	234.556
Total Revenue	**$736.064**	**$820.432**	**$848.703**	**$852.926**	**$861.976**	**$864.160**
Expenses						
Labor:						
Payroll	$489.967	$476.956	$494.956	$504.146	$530.059	$562.347
Overtime	92.914	88.542	81.821	81.938	83.495	85.109
Health and Welfare	87.573	94.960	110.342	119.089	132.754	149.314
OPEB Current Payment	48.116	56.291	64.417	70.472	77.122	84.381
Pensions	161.091	177.183	211.226	213.662	219.454	225.556
Other Fringe Benefits	105.039	102.984	107.593	110.385	116.728	124.592
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	**$984.700**	**$996.916**	**$1,070.355**	**$1,099.692**	**$1,159.612**	**$1,231.299**
Non-Labor:						
Traction and Propulsion Power	$80.146	$86.405	$93.191	$98.761	$108.475	$138.106
Fuel for Buses and Trains	17.219	23.597	25.194	25.785	25.638	25.859
Insurance	15.715	21.033	23.490	24.960	26.553	28.224
Claims	10.290	15.810	16.110	16.116	16.472	16.841
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	72.477	85.766	82.935	83.119	85.441	91.819
Professional Service Contracts	18.641	21.820	21.343	21.063	21.567	22.628
Materials & Supplies	100.661	141.628	159.805	162.371	168.709	185.126
Other Business Expenses	9.485	11.524	11.793	11.945	12.154	12.420
Total Non-Labor Expenses	**$324.634**	**$407.583**	**$433.861**	**$444.120**	**$465.009**	**$521.023**
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjs.	**$1,309.333**	**$1,404.499**	**$1,504.216**	**$1,543.812**	**$1,624.621**	**$1,752.322**
Depreciation	$319.485	$317.991	$317.060	$309.279	$298.284	$307.186
OPEB Obligation	64.984	74.940	77.250	79.568	81.955	84.413
Environmental Remediation	(0.356)	2.000	2.000	2.000	2.000	2.000
Total Expenses	**$1,693.447**	**$1,799.430**	**$1,900.526**	**$1,934.659**	**$2,006.860**	**$2,145.921**
Baseline Surplus/(Deficit)	**($957.382)**	**($978.998)**	**($1,051.823)**	**($1,081.733)**	**($1,144.884)**	**($1,281.761)**
Cash Conversion Adjustments						
Depreciation	$319.485	$317.991	$317.060	$309.279	$298.284	$307.186
Operating/Capital	(8.090)	(6.943)	(10.465)	(9.431)	(9.711)	(9.971)
Other Cash Adjustment	48.052	101.638	102.347	95.095	82.599	85.772
Total Cash Conversion Adjustments	**$359.447**	**$412.686**	**$408.942**	**$394.943**	**$371.172**	**$382.987**
Net Cash Surplus/(Deficit)	**($597.935)**	**($566.312)**	**($642.881)**	**($686.790)**	**($773.712)**	**($898.774)**

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2012-2015
Cash Receipts & Expenditures
($ in millions)

CASH RECEIPTS AND EXPENDITURES	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$550.275	$600.758	$605.494	$609.957	$614.699	$619.065
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	38.852	80.776	49.830	50.767	51.988	52.912
Capital and Other Reimbursements	201.892	216.418	219.473	219.434	222.137	218.771
Total Receipts	**$791.019**	**$897.952**	**$874.797**	**$880.158**	**$888.824**	**$890.748**
Expenditures						
Labor:						
Payroll	$492.961	$472.989	$492.695	$501.862	$527.706	$559.924
Overtime	90.892	90.350	81.821	81.938	83.495	85.109
Health and Welfare	87.877	94.960	110.342	119.089	132.754	149.314
OPEB Current Payment	48.040	56.291	64.417	70.472	77.122	84.381
Pensions	178.975	177.183	211.226	213.662	219.454	225.556
Other Fringe Benefits	106.109	103.122	107.593	110.385	116.728	124.592
GASB Account	7.358	7.109	7.895	9.086	9.884	10.743
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	**$1,012.212**	**$1,002.004**	**$1,075.989**	**$1,106.494**	**$1,167.143**	**$1,239.619**
Non-Labor:						
Traction and Propulsion Power	$79.062	$116.664	$95.799	$101.544	$111.444	$141.274
Fuel for Buses and Trains	17.914	23.597	25.194	25.785	25.638	25.859
Insurance	17.996	21.669	22.613	24.480	27.121	27.681
Claims	5.664	15.655	14.259	14.265	14.601	14.950
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	77.794	87.938	83.235	83.419	85.741	92.119
Professional Service Contracts	19.241	19.977	18.343	18.063	18.417	19.321
Materials & Supplies	121.157	131.596	140.871	151.371	170.709	186.726
Other Business Expenses	9.227	11.073	11.375	11.527	11.722	11.973
Total Non-Labor Expenditures	**$348.055**	**$428.169**	**$411.689**	**$430.454**	**$465.393**	**$519.903**
Other Expenditure Adjustments:						
Other	29.348	30.000	30.000	30.000	30.000	30.000
Total Other Expenditure Adjustments	**$29.348**	**$30.000**	**$30.000**	**$30.000**	**$30.000**	**$30.000**
Total Expenditures	**$1,389.615**	**$1,460.173**	**$1,517.678**	**$1,566.948**	**$1,662.536**	**$1,789.522**
Cash Timing and Availability Adjustment	0.661	(4.091)	0.000	0.000	0.000	0.000
Baseline Cash Surplus/(Deficit)	**($597.935)**	**($566.312)**	**($642.881)**	**($686.790)**	**($773.712)**	**($898.774)**

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2012-2015
Cash Conversion (Cash Flow Adjustments)
($ in millions)

CASH FLOW ADJUSTMENTS	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$27.069	$31.719	$30.000	$30.000	$30.000	$30.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	4.448	44.023	11.935	12.230	12.250	12.373
Capital and Other Reimbursements	23.438	1.778	(15.841)	(14.998)	(15.402)	(15.785)
Total Receipts	**$54.955**	**$77.520**	**$26.094**	**$27.232**	**$26.848**	**$26.588**
Expenditures						
Labor:						
Payroll	($2.994)	$3.967	$2.261	$2.284	$2.353	$2.423
Overtime	2.022	(1.808)	-	-	-	-
Health and Welfare	(0.304)	-	-	-	-	-
OPEB Current Payment	0.076	-	-	-	-	-
Pensions	(17.884)	-	-	-	-	-
Other Fringe Benefits	(1.070)	(0.138)	-	-	-	-
GASB Account	(7.358)	(7.109)	(7.895)	(9.086)	(9.884)	(10.743)
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	**($27.512)**	**($5.088)**	**($5.634)**	**($6.802)**	**($7.531)**	**($8.320)**
Non-Labor:						
Traction and Propulsion Power	$1.084	($30.259)	($2.608)	($2.783)	($2.969)	($3.168)
Fuel for Buses and Trains	(0.695)	-	-	-	-	-
Insurance	(2.281)	(0.636)	0.877	0.480	(0.568)	0.543
Claims	4.626	0.155	1.851	1.851	1.871	1.891
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(5.317)	(2.172)	(0.300)	(0.300)	(0.300)	(0.300)
Professional Service Contracts	(0.600)	1.843	3.000	3.000	3.150	3.307
Materials & Supplies	(20.496)	10.032	18.934	11.000	(2.000)	(1.600)
Other Business Expenditures	0.258	0.451	0.418	0.418	0.432	0.447
Total Non-Labor Expenditures	**($23.421)**	**($20.586)**	**$22.172**	**$13.666**	**($0.384)**	**$1.120**
Other Expenditures Adjustments:						
Other	(29.348)	(30.000)	(30.000)	(30.000)	(30.000)	(30.000)
Total Other Expenditures Adjustments	**($29.348)**	**($30.000)**	**($30.000)**	**($30.000)**	**($30.000)**	**($30.000)**
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	**($25.327)**	**$21.846**	**$12.632**	**$4.096**	**($11.067)**	**($10.612)**
Depreciation Adjustment	$319.485	$317.991	$317.060	$309.279	$298.284	$307.186
OPEB Obligation	64.984	74.940	77.250	79.568	81.955	84.413
Environmental Remediation	(0.356)	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	0.661	(4.091)	-	-	-	-
Baseline Total Cash Conversion Adjustments	**$359.447**	**$412.686**	**$408.942**	**$394.943**	**$371.172**	**$382.987**

MTA LONG ISLAND RAIL ROAD
2012 Preliminary Budget
July Financial Plan 2012 – 2015
Year-To-Year Summary of Changes

Revenue

Farebox Revenue

- The regional economy and employment trends are the primary drivers.
- Farebox revenue is increasing by 1.1% in 2012 over 2011 due to ridership growth.
- Passenger revenue forecasts in the outer years 2013 - 2015 reveal modest annual growth due to increases in ridership.

Other Operating Revenue

- Other revenues are higher in 2012 from the 2011 Mid-Year Forecast due to a full year of train wrap advertising revenue and other inflationary increases, partially offset by one-time real estate sales revenue in 2011.
- Projected to grow each year primarily through contractual and inflationary increases.

Capital and Other Reimbursements

- Reflects the 2010 - 2014 Capital Program and other project activity including overbuilds and East Side Access materials.

Expenses

Payroll

- 2011 - 2015 includes increases for management employees of 2.23%, 2.20%, 1.97%, 1.91% and 1.85% respectively.
- 2011 - 2015 includes increases for represented employees of 0.0%, 2.20%, 1.97%, 1.91% and 1.85% respectively (all increases effective July 1 of each year).
- Headcount changes each year are associated with the Budget Reduction Program (BRP), the reduction in reimbursable administrative positions, and changes in programs and Capital Program activity.
- 2013 – 2015 includes East Side Access ramp-up costs.

Overtime

- 2011 - 2012 decrease of $6.7 million or 7.6% is primarily associated with lower weather-related overtime (back to original budget levels in 2012) and the assumption of all craft positions being at full headcount at the start of 2012.
- 2013 - 2015 increases reflect CPI increases and changes in Capital Program activity.

Health & Welfare

- 2011 – 2015 reflects an annual NYSHIP rate increase of approximately 12.6% (2011), 14.6%, 8.5%, 8.4% and 8.5% (2015) for individual coverage and 12.3% (2011), 14.6%, 8.8%, 8.8% and 8.8% (2015) for family coverage.
- Reflects impact of headcount changes each year, including ramp-up costs for East Side Access in 2013.

Pensions

- Reflects the latest actuarial valuation for each year.

Other Fringe Benefits

- Railroad Retirement Tax maximum limits are based on the projected maximum earnings bases from the Railroad Retirement Board; the tax rate for each tier is expected to remain unchanged.
- Railroad Unemployment reflects a slight annual increase in the monthly amount per employee each year.

Traction and Propulsion Power

- 2011 is based on actuals through March and reflects the latest LIRR consumption estimates and price inflators provided by MTA.
- 2012 - 2015 reflects the latest LIRR consumption estimates and price inflators provided by MTA.

Fuel

- 2011 is based on actuals through May and reflects the latest price inflators provided by MTA.
- 2012 - 2015 reflects the latest price inflators provided by MTA.

Insurance

- 2011 - 2015 reflects price inflators provided by MTA and Force Account Insurance estimates based on project activity.

Claims

- 2011 reflects actual experience through March and the anticipated settlement and payout of claims for the balance of the year.
- 2012 - 2015 reflects inflationary increases.

Maintenance and Other Operating Contracts

- 2011 – 2012 decline due to implementation of the 2011 BRPs.
- 2012 – 2013 increases due to normal inflationary increases partially offset by full year impact of 2011 BRPs.
- 2013 – 2015 includes East Side Access start-up costs.

Professional Service Contracts

- 2011 – 2012 reflects changes in System Initiative projects and full year impact of the BRPs.
- 2012 – 2103 increases due to normal inflationary increases.
- 2013 – 2015 includes East Side Access start-up costs.

Material and Supplies

- The increase in materials from 2011 – 2012 is primarily Reliability Centered Maintenance (RCM) material.
- 2012 – 2014 reflects normal inflationary increases.
- 2013 – 2015 includes East Side Access start-up costs.

Other Business Expenses

- 2011 - 2015 includes inflationary increases.

Depreciation

- Reflects depreciation of current assets as well as estimates for capital projects based on their beneficial use.

Cash Adjustments

Expense

- Pension – cash payments versus accrued expenses.
- 2011 includes operating funded capital project deferrals and eliminations as part of the BRP.
- Insurance and Claims & Suits – payments versus accrued expenses.
- 2011 - 2015 - timing of material purchases versus charge-outs.
- Depreciation and other non-cash adjustments for each year 2010 - 2014.
- Traction and Propulsion Power – reflects projected LIPA settlement.

MTA LONG ISLAND RAILROAD
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$569.039	$575.494	$6.455	$579.957	$4.463	$584.699	$4.742	$589.065	$4.366
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	36.753	37.895	1.142	38.537	0.642	39.738	1.201	40.539	0.801
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	**$605.792**	**$613.389**	**$7.597**	**$618.494**	**$5.105**	**$624.437**	**$5.943**	**$629.604**	**$5.167**
Expenses									
Labor:									
Payroll	$408.094	$417.177	(9.083)	$424.433	($7.256)	$448.814	($24.381)	$480.103	($31.289)
Overtime	78.268	70.990	7.278	70.881	0.109	72.223	(1.342)	73.621	(1.398)
Health and Welfare	83.398	96.882	(13.484)	105.143	(8.261)	118.538	(13.395)	134.916	(16.378)
OPEB Current Payment	56.291	64.417	(8.126)	70.472	(6.055)	77.122	(6.650)	84.381	(7.259)
Pensions	157.823	191.771	(33.948)	194.318	(2.547)	199.736	(5.418)	205.586	(5.850)
Other Fringe Benefits	89.117	91.383	(2.266)	93.589	(2.206)	99.608	(6.019)	107.252	(7.644)
Reimbursable Overhead	(28.834)	(32.365)	3.531	(29.093)	(3.272)	(28.251)	(0.842)	(22.597)	(5.654)
Total Labor Expenses	**$844.157**	**$900.255**	**($56.098)**	**$929.743**	**($29.488)**	**$987.790**	**($58.047)**	**$1,063.262**	**($75.472)**
Non-Labor:									
Traction and Propulsion Power	$86.358	$93.191	($6.833)	$98.761	($5.570)	$108.475	($9.714)	$138.106	($29.631)
Fuel for Buses and Trains	23.597	25.194	(1.597)	25.785	(0.591)	25.638	0.147	25.859	(0.221)
Insurance	15.336	16.608	(1.272)	17.936	(1.328)	19.393	(1.457)	21.002	(1.609)
Claims	15.810	16.110	(0.300)	16.116	(0.006)	16.472	(0.356)	16.841	(0.369)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	74.866	72.245	2.621	72.345	(0.100)	74.493	(2.148)	80.738	(6.245)
Professional Service Contracts	19.385	20.209	(0.824)	20.082	0.127	20.577	(0.495)	21.632	(1.055)
Materials & Supplies	98.907	113.383	(14.476)	116.756	(3.373)	122.181	(5.425)	137.998	(15.817)
Other Business Expenses	11.443	11.707	(0.264)	11.856	(0.149)	12.063	(0.207)	12.328	(0.265)
Total Non-Labor Expenses	**$345.702**	**$368.647**	**($22.945)**	**$379.637**	**($10.990)**	**$399.292**	**($19.655)**	**$454.504**	**($55.212)**
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjs.	**$1,189.859**	**$1,268.902**	**($79.043)**	**$1,309.380**	**($40.478)**	**$1,387.082**	**($77.702)**	**$1,517.766**	**($130.684)**
Depreciation	$317.991	$317.060	$0.931	$309.279	$7.781	$298.284	$10.995	$307.186	($8.902)
OPEB Obligation	74.940	77.250	(2.310)	79.568	(2.318)	81.955	(2.387)	84.413	(2.458)
Environmental Remediation	2.000	2.000	0.000	2.000	0.000	2.000	0.000	2.000	0.000
Total Expenses	**$1,584.790**	**$1,665.212**	**($80.422)**	**$1,700.227**	**($35.015)**	**$1,769.321**	**($69.094)**	**$1,911.365**	**($139.586)**
Baseline Net Surplus/(Deficit)	**($978.998)**	**($1,051.823)**	**($72.825)**	**($1,081.733)**	**($29.910)**	**($1,144.884)**	**($63.151)**	**($1,281.761)**	**($134.419)**

MTA LONG ISLAND RAILROAD
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	214.640	235.314	20.674	234.432	(0.882)	237.539	3.107	234.556	(2.983)
Total Revenue	**$214.640**	**$235.314**	**$20.674**	**$234.432**	**($0.882)**	**$237.539**	**$3.107**	**$234.556**	**($2.983)**
Expenses									
Labor:									
Payroll	$68.862	$77.779	($8.917)	$79.713	($1.934)	$81.245	($1.532)	$82.244	($0.999)
Overtime	10.274	10.831	(0.557)	11.057	(0.226)	11.272	(0.215)	11.488	(0.216)
Health and Welfare	11.562	13.460	(1.898)	13.946	(0.486)	14.216	(0.270)	14.398	(0.182)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	19.360	19.455	(0.095)	19.344	0.111	19.718	(0.374)	19.970	(0.252)
Other Fringe Benefits	13.867	16.210	(2.343)	16.796	(0.586)	17.120	(0.324)	17.340	(0.220)
Reimbursable Overhead	28.834	32.365	(3.531)	29.093	3.272	28.251	0.842	22.597	5.654
Total Labor Expenses	**$152.759**	**$170.100**	**($17.341)**	**$169.949**	**$0.151**	**$171.822**	**($1.873)**	**$168.037**	**$3.785**
Non-Labor:									
Traction and Propulsion Power	$0.047	$0.000	$0.047	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	5.697	6.882	(1.185)	7.024	(0.142)	7.160	(0.136)	7.222	(0.062)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	10.900	10.690	0.210	10.774	(0.084)	10.948	(0.174)	11.081	(0.133)
Professional Service Contracts	2.435	1.134	1.301	0.981	0.153	0.990	(0.009)	0.996	(0.006)
Materials & Supplies	42.721	46.422	(3.701)	45.615	0.807	46.528	(0.913)	47.128	(0.600)
Other Business Expenses	0.081	0.086	(0.005)	0.089	(0.003)	0.091	(0.002)	0.092	(0.001)
Total Non-Labor Expenses	**$61.881**	**$65.214**	**($3.333)**	**$64.483**	**$0.731**	**$65.717**	**($1.234)**	**$66.519**	**($0.802)**
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$214.640**	**$235.314**	**($20.674)**	**$234.432**	**$0.882**	**$237.539**	**($3.107)**	**$234.556**	**$2.983**
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$214.640**	**$235.314**	**($20.674)**	**$234.432**	**$0.882**	**$237.539**	**($3.107)**	**$234.556**	**$2.983**
Baseline Net Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**($0.000)**	**$0.000**	**($0.000)**	**$0.000**	**$0.000**
Net Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**($0.000)**	**$0.000**	**($0.000)**	**$0.000**	**$0.000**

MTA LONG ISLAND RAILROAD
July Financial Plan 2011-2014
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

NON-REIMBURSABLE / REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$569.039	$575.494	$6.455	$579.957	$4.463	$584.699	$4.742	$589.065	$4.366
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	36.753	37.895	1.142	38.537	0.642	39.738	1.201	40.539	0.801
Capital and Other Reimbursements	214.640	235.314	20.674	234.432	(0.882)	237.539	3.107	234.556	(2.983)
Total Revenue	**$820.432**	**$848.703**	**$28.271**	**$852.926**	**$4.223**	**$861.976**	**$9.050**	**$864.160**	**$2.184**
Expenses									
Labor:									
Payroll	$476.956	$494.956	($18.000)	$504.146	($9.190)	$530.059	($25.913)	$562.347	($32.288)
Overtime	88.542	81.821	6.721	81.938	(0.117)	83.495	(1.557)	85.109	(1.614)
Health and Welfare	94.960	110.342	(15.382)	119.089	(8.747)	132.754	(13.665)	149.314	(16.560)
OPEB Current Payment	56.291	64.417	(8.126)	70.472	(6.055)	77.122	(6.650)	84.381	(7.259)
Pensions	177.183	211.226	(34.043)	213.662	(2.436)	219.454	(5.792)	225.556	(6.102)
Other Fringe Benefits	102.984	107.593	(4.609)	110.385	(2.792)	116.728	(6.343)	124.592	(7.864)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	**$996.916**	**$1,070.355**	**($73.439)**	**$1,099.692**	**($29.337)**	**$1,159.612**	**($59.920)**	**$1,231.299**	**($71.687)**
Non-Labor:									
Traction and Propulsion Power	$86.405	$93.191	($6.786)	$98.761	($5.570)	$108.475	($9.714)	$138.106	($29.631)
Fuel for Buses and Trains	23.597	25.194	(1.597)	25.785	(0.591)	25.638	0.147	25.859	(0.221)
Insurance	21.033	23.490	(2.457)	24.960	(1.470)	26.553	(1.593)	28.224	(1.671)
Claims	15.810	16.110	(0.300)	16.116	(0.006)	16.472	(0.356)	16.841	(0.369)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	85.766	82.935	2.831	83.119	(0.184)	85.441	(2.322)	91.819	(6.378)
Professional Service Contracts	21.820	21.343	0.477	21.063	0.280	21.567	(0.504)	22.628	(1.061)
Materials & Supplies	141.628	159.805	(18.177)	162.371	(2.566)	168.709	(6.338)	185.126	(16.417)
Other Business Expenses	11.524	11.793	(0.269)	11.945	(0.152)	12.154	(0.209)	12.420	(0.266)
Total Non-Labor Expenses	**$407.583**	**$433.861**	**($26.278)**	**$444.120**	**($10.259)**	**$465.009**	**($20.889)**	**$521.023**	**($56.014)**
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjs.	**$1,404.499**	**$1,504.216**	**($99.717)**	**$1,543.812**	**($39.596)**	**$1,624.621**	**($80.809)**	**$1,752.322**	**($127.701)**
Depreciation	$317.991	$317.060	$0.931	$309.279	$7.781	$298.284	$10.995	$307.186	($8.902)
OPEB Obligation	74.940	77.250	(2.310)	79.568	(2.318)	81.955	(2.387)	84.413	(2.458)
Environmental Remediation	2.000	2.000	0.000	2.000	0.000	2.000	0.000	2.000	0.000
Total Expenses	**$1,799.430**	**$1,900.526**	**($101.096)**	**$1,934.659**	**($34.133)**	**$2,006.860**	**($72.201)**	**$2,145.921**	**($136.603)**
Baseline Net Surplus/(Deficit)	**($978.998)**	**($1,051.823)**	**($72.825)**	**($1,081.733)**	**($29.910)**	**($1,144.884)**	**($63.151)**	**($1,281.761)**	**($134.419)**

MTA LONG ISLAND RAILROAD
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Cash Basis
($ in millions)

CASH RECEIPTS & EXPENDITURES	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Receipts									
Farebox Revenue	$600.758	$605.494	$4.736	$609.957	$4.463	$614.699	$4.742	$619.065	$4.366
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	80.776	49.830	(30.946)	50.767	0.937	51.988	1.221	52.912	0.924
Capital and Other Reimbursements	216.418	219.473	3.055	219.434	(0.039)	222.137	2.703	218.771	(3.366)
Total Receipts	**$897.952**	**$874.797**	**($23.155)**	**$880.158**	**$5.361**	**$888.824**	**$8.666**	**$890.748**	**$1.924**
Expenditures									
Labor:									
Payroll	$472.989	$492.695	($19.706)	$501.862	($9.167)	$527.706	($25.844)	$559.924	($32.218)
Overtime	90.350	81.821	8.529	81.938	(0.117)	83.495	(1.557)	85.109	(1.614)
Health and Welfare	94.960	110.342	(15.382)	119.089	(8.747)	132.754	(13.665)	149.314	(16.560)
OPEB Current Payment	56.291	64.417	(8.126)	70.472	(6.055)	77.122	(6.650)	84.381	(7.259)
Pensions	177.183	211.226	(34.043)	213.662	(2.436)	219.454	(5.792)	225.556	(6.102)
Other Fringe Benefits	103.122	107.593	(4.471)	110.385	(2.792)	116.728	(6.343)	124.592	(7.864)
GASB Account	7.109	7.895	(0.786)	9.086	(1.191)	9.884	(0.798)	10.743	(0.859)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**$1,002.004**	**$1,075.989**	**($73.985)**	**$1,106.494**	**($30.505)**	**$1,167.143**	**($60.649)**	**$1,239.619**	**($72.476)**
Non-Labor:									
Traction and Propulsion Power	$116.664	$95.799	$20.865	$101.544	($5.745)	$111.444	($9.900)	$141.274	($29.830)
Fuel for Buses and Trains	23.597	25.194	(1.597)	25.785	(0.591)	25.638	0.147	25.859	(0.221)
Insurance	21.669	22.613	(0.944)	24.480	(1.867)	27.121	(2.641)	27.681	(0.560)
Claims	15.655	14.259	1.396	14.265	(0.006)	14.601	(0.336)	14.950	(0.349)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	87.938	83.235	4.703	83.419	(0.184)	85.741	(2.322)	92.119	(6.378)
Professional Service Contracts	19.977	18.343	1.634	18.063	0.280	18.417	(0.354)	19.321	(0.904)
Materials & Supplies	131.596	140.871	(9.275)	151.371	(10.500)	170.709	(19.338)	186.726	(16.017)
Other Business Expenses	11.073	11.375	(0.302)	11.527	(0.152)	11.722	(0.195)	11.973	(0.251)
Total Non-Labor Expenditures	**$428.169**	**$411.689**	**$16.480**	**$430.454**	**($18.765)**	**$465.393**	**($34.939)**	**$519.903**	**($54.510)**
Other Expenditure Adjustments:									
Other	$30.000	$30.000	0.000	$30.000	0.000	$30.000	0.000	$30.000	0.000
Total Other Expenditure Adjustments	**$30.000**	**$30.000**	**$0.000**	**$30.000**	**$0.000**	**$30.000**	**$0.000**	**$30.000**	**$0.000**
Total Expenditures	**$1,460.173**	**$1,517.678**	**($57.505)**	**$1,566.948**	**($49.270)**	**$1,662.536**	**($95.588)**	**$1,789.522**	**($126.986)**
Cash Timing and Availability Adjustment	(4.091)	0.000	4.091	0.000	0.000	0.000	0.000	0.000	0.000
Baseline Net Cash Deficit	**($566.312)**	**($642.881)**	**($76.569)**	**($686.790)**	**($43.909)**	**($773.712)**	**($86.922)**	**($898.774)**	**($125.062)**

MTA LONG ISLAND RAIL ROAD
2012 Preliminary Budget
July Financial Plan 2012 - 2015
Summary of Major Plan-To-Plan Changes

2011: July Financial Plan vs. February Financial Plan

2011 July Financial Plan is based on actual performance through March with projections for April through December based on current trends and known activities and includes the 2011Budget Reduction Programs (BRPs).

Revenue

- Passenger Revenue is unfavorable to plan due to lower ridership, partially offset by a higher yield per passenger and the implementation of the 2011 BRP.
- Other Operating Revenue is lower due to less train wrap advertising than originally projected.
- Capital and Other Reimbursements are lower primarily resulting from changes in capital project activity and lower East Side Access material.

Expense

- Payroll and Benefits – increased from the February Plan due to higher weather-related overtime and higher pension costs based on the latest actuarial evaluation, partially offset by lower active and retiree health & welfare rates and lower number of retirees/beneficiaries.
- Lower Traction and Propulsion Power is due to lower consumption and lower inflationary growth assumptions.
- Higher Fuel for Train costs reflects significant price increases.
- Lower Insurance reflects revised insurance premium estimates.
- Lower Maintenance and other Operating Contracts are due to IT and BRP initiatives.
- Lower Materials and Supplies due to one-time BRP-related savings, Reliability Centered Maintenance (RCM) activities and timing of East Side Access material.

2012 - 2015: July Financial Plan vs. February Financial Plan

Revenue

- Passenger Revenue is unfavorable to plan due to lower ridership, partially offset by implementation of the 2011 BRP.
- Other Operating Revenue is favorable to plan due to advertising and rental revenue.
- Capital and Other Reimbursements are lower primarily resulting from reimbursable administrative position reductions and establishing a separate overhead rate for administrative departments charging the capital program.

Expense

- Payroll and Benefits – Health & Welfare and OPEB Current payments are unfavorable throughout the period due to higher rate assumptions. Payroll and Fringe costs are lower 2013 – 2015 based on a re-estimate of East Side Access start-up costs.
- Traction Power is associated with lower estimated consumption, partially offset by rate adjustments per MTA guidance.
- Diesel Fuel is higher resulting from rate adjustments per MTA guidance.
- Lower Insurance is based on MTA guidance.
- Material & Supplies change each year due to a re-estimate of material needs associated with RCM and inventory adjustments.
- Maintenance and Other Operating Contracts are lower due to BRPs.
- All other non-payroll expenses are re-estimates based on planned activities changes in service contracts and adjustments to inflationary increases.

MTA LONG ISLAND RAILROAD
July Financial Plan 2012-2015
Changes Between Financial Plans by Generic Categories
($ in millions)

NON-REIMBURSABLE

	2011	2012	2013	2014
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**($556.259)**	**($623.586)**	**($670.358)**	**($739.431)**
Baseline Changes				
Revenue				
Farebox Revenue	($5.697)	($7.915)	($9.847)	($10.781)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.827)	2.049	2.014	1.879
Capital and Other Reimbursement	0.000	0.000	0.000	0.000
Total Revenue Changes	($6.524)	($5.866)	($7.832)	($8.902)
Expenses				
Labor:				
Payroll and Overtime	($12.217)	($6.852)	$5.952	$1.108
Health and Welfare	1.159	(6.478)	(5.643)	(8.963)
OPEB Current Payment	2.506	(1.483)	(3.133)	(5.069)
Pensions	(4.128)	(1.016)	0.136	(0.227)
Other Fringe Benefits	(0.277)	(0.920)	1.586	0.642
Reimbursable Overhead	(3.130)	(1.690)	(5.749)	(5.783)
Total Labor Expense Changes	($16.087)	($18.439)	($6.852)	($18.291)
Non-Labor:				
Traction and Propulsion Power	$2.371	$2.057	$5.654	$0.739
Fuel for Buses and Trains	(5.871)	(6.575)	(6.501)	(5.763)
Insurance	0.984	1.032	1.148	1.268
Claims	0.003	0.000	(0.000)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.098	3.366	3.928	3.879
Professional Service Contracts	0.991	(0.666)	(0.367)	(0.367)
Materials & Supplies	1.334	(1.678)	(3.151)	(4.107)
Other Business Expenses	0.185	0.273	0.268	0.267
Total Non-Labor Expense Changes	$4.095	($2.191)	$0.978	($4.082)
Total Expense Changes before Depreciation and GASB Adjs.	($11.992)	($20.630)	($5.874)	($22.374)
Depreciation	$0.000	$0.000	$0.000	$0.000
OPEB Obligation	(0.060)	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000
Total Expense Changes	($12.052)	($20.630)	($5.874)	($22.374)
Cash Adjustment Changes				
Timing from 2010	($7.781)	$0.000	$0.000	$0.000
Wage Claim adjustment	1.720	0.000	0.000	0.000
Insurance	(2.114)	(2.202)	(2.555)	(2.584)
GASB	0.839	0.657	(0.012)	(0.165)
Claims reserve adjustment	0.820	0.000	0.000	0.000
Diesel Retro-fit adjustment	(1.028)	0.000	0.000	0.000
Material - 2011 Budget Reduction Program (BRP) Timing	(0.934)	0.934	0.000	0.000
Material - Inventory Savings	0.000	8.000	0.000	0.000
Depreciation/OPEB/Environmental Remediation	0.060	0.000	0.000	0.000
Other Misc	0.060	(0.002)	(0.002)	(0.002)
Total Cash Adjustment Changes	***($8.358)***	***$7.387***	***($2.569)***	***($2.751)***
Total Baseline Changes	***($26.934)***	***($19.109)***	***($16.275)***	***($34.027)***
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**($583.193)**	**($642.695)**	**($686.633)**	**($773.458)**

MTA LONG ISLAND RAILROAD
July Financial Plan 2012-2015
Changes Between Financial Plans by Generic Categories
($ in millions)

REIMBURSABLE

	2011	2012	2013	2014
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Changes				
Revenue				
Farebox Revenue	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	(21.335)	(8.669)	(13.124)	(13.296)
Total Revenue Changes	**($21.335)**	**($8.669)**	**($13.124)**	**($13.296)**
Expenses				
Labor:				
Payroll and Overtime	$7.855	$4.343	$4.448	$4.532
Health and Welfare	0.942	0.697	0.722	0.735
OPEB Current Payment	0.000	0.000	0.000	0.000
Pensions	0.913	1.016	1.010	1.029
Other Fringe Benefits	1.192	0.840	0.869	0.886
Reimbursable Overhead	3.130	1.690	5.749	5.783
Total Labor Expense Changes	$14.032	$8.586	$12.798	$12.965
Non-Labor:				
Traction and Propulsion Power	($0.047)	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000
Insurance	0.642	0.042	0.044	0.044
Claims	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.481	0.121	0.126	0.128
Professional Service Contracts	0.377	(0.146)	0.025	0.026
Materials & Supplies	4.851	0.062	0.126	0.129
Other Business Expenses	(0.001)	0.004	0.005	0.004
Total Non-Labor Expense Changes	$7.303	$0.083	$0.326	$0.331
Total Expense Changes	**$21.335**	**$8.669**	**$13.124**	**$13.296**
Cash Adjustment Changes				
Timing from 2010	14.000	0.000	0.000	0.000
Capital Receipts - Force Account and ESA adjustment	0.232	0.020	(0.181)	(0.278)
Operating Funded Capital	2.649	(0.206)	0.024	0.024
Total Cash Adjustment Changes	***$16.881***	***($0.186)***	***($0.157)***	***($0.254)***
Total Baseline Changes	***$16.881***	***($0.186)***	***($0.157)***	***($0.254)***
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**$16.881**	**($0.186)**	**($0.157)**	**($0.254)**

MTA LONG ISLAND RAILROAD
July Financial Plan 2012-2015
Changes Between Financial Plans by Generic Categories
($ in millions)

NON-REIMBURSABLE/REIMBURSABLE

	2011	2012	2013	2014
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**($556.259)**	**($623.586)**	**($670.358)**	**($739.431)**
Baseline Changes				
Revenue				
Farebox Revenue	($5.697)	($7.915)	($9.847)	($10.781)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.827)	2.049	2.014	1.879
Capital and Other Reimbursement	(21.335)	(8.669)	(13.124)	(13.296)
Total Revenue Changes	($27.859)	($14.535)	($20.956)	($22.198)
Expenses				
Labor:				
Payroll and Overtime	($4.362)	($2.509)	$10.400	$5.640
Health and Welfare	2.101	(5.781)	(4.921)	(8.228)
OPEB Current Payment	2.506	(1.483)	(3.133)	(5.069)
Pensions	(3.215)	0.000	1.146	0.802
Other Fringe Benefits	0.915	(0.080)	2.455	1.528
Reimbursable Overhead	0.000	0.000	0.000	0.000
Total Labor Expense Changes	($2.055)	($9.853)	$5.946	($5.326)
Non-Labor:				
Traction and Propulsion Power	$2.324	$2.057	$5.654	$0.739
Fuel for Buses and Trains	(5.871)	(6.575)	(6.501)	(5.763)
Insurance	1.626	1.074	1.192	1.312
Claims	0.003	0.000	(0.000)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	5.579	3.487	4.054	4.007
Professional Service Contracts	1.368	(0.812)	(0.342)	(0.341)
Materials & Supplies	6.185	(1.616)	(3.025)	(3.978)
Other Business Expenses	0.184	0.277	0.273	0.271
Total Non-Labor Expense Changes	$11.398	($2.108)	$1.304	($3.751)
Total Expense Changes before Depreciation and GASB Adjs.	$9.343	($11.961)	$7.250	($9.077)
Depreciation	$0.000	$0.000	$0.000	$0.000
OPEB Obligation	(0.060)	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000
Total Expense Changes	$9.283	($11.961)	$7.250	($9.078)
Cash Adjustment Changes				
Timing from 2010	$6.219	$0.000	$0.000	$0.000
Wage Claim adjustment	1.720	0.000	0.000	0.000
Capital Receipts - Force Account and ESA adjustment	0.232	0.020	(0.181)	(0.278)
Operating Funded Capital	2.649	(0.206)	0.024	0.024
Insurance	(2.114)	(2.202)	(2.555)	(2.584)
GASB	0.839	0.657	(0.012)	(0.165)
Claims reserve adjustment	0.820	0.000	0.000	0.000
Diesel Retro-fit adjustment	(1.028)	0.000	0.000	0.000
Material - 2011 Budget Reduction Program (BRP) Timing	(0.934)	0.934	0.000	0.000
Material - Inventory Savings	0.000	8.000	0.000	0.000
Depreciation/OPEB/Environmental Remediation	0.060	0.000	0.000	0.000
Other Misc	0.060	(0.002)	(0.002)	(0.002)
Total Cash Adjustment Changes	***$8.523***	***$7.201***	***($2.726)***	***($3.005)***
Total Baseline Changes	***($10.053)***	***($19.295)***	***($16.432)***	***($34.281)***
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**($566.312)**	**($642.881)**	**($686.790)**	**($773.712)**

MTA LONG ISLAND RAILROAD

July Financial Plan 2012-2015

Summary of Major Programmatic Changes Between Financial Plans

($ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2011	2012	2013	2014
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**($556.259)**	**($623.586)**	**($670.358)**	**($739.431)**
Non-Reimbursable Major Changes				
Revenue				
Passenger Revenue	($6.322)	($9.165)	($11.097)	($12.031)
2011 Budget Reduction Program	0.625	1.250	1.250	1.250
Exterior Train Car Advertisement (2009 AABB)	(2.750)	-	-	-
All Other Operating Revenue	1.923	2.049	2.014	1.879
Sub-Total Non-Reimbursable Revenue Changes	($6.524)	($5.866)	($7.832)	($8.902)
Expenses				
2011 Budget Reduction Program (BRP)	10.454	9.419	12.520	12.586
2010 BRP Re-estimates	(1.262)	(0.924)	(1.060)	(1.079)
East Side Access re-estimate	-	-	21.283	15.085
Pension	(4.128)	(1.016)	0.136	(0.227)
Reimbursable Overhead	(3.130)	(1.690)	(5.749)	(5.783)
Material Price Escalation and other non-payroll inflation	(0.690)	(3.336)	(3.469)	(3.598)
Traction Power Inflation changes	-	0.126	(0.076)	(3.729)
Traction Power Consumption changes	-	1.931	5.730	4.468
Diesel Fuel Inflation changes	(5.871)	(6.575)	(6.501)	(5.763)
Weather Overtime	(3.355)	-	-	-
Payroll rates, open positions and vacancy rate adjustments	(2.014)	(3.451)	(4.835)	(5.283)
M7, C3 and Diesel Reliability Centered Maintenance Activities	(1.490)	(1.190)	(5.990)	(7.310)
Insurance	0.984	1.032	1.148	1.268
H&W Active/Retiree Rates	1.170	(9.049)	(12.889)	(17.413)
Security Guard Contract - NYS prevailing Wage Law	(0.256)	(1.200)	(1.200)	(1.200)
Additional Hours of Service (FRA) needs (administrative unit)	(0.145)	(0.574)	(1.197)	(1.080)
Audio Visual Paging System (AVPS)	(1.687)	(1.743)	(1.708)	(1.752)
Upgrade C3 Coach Audio Visual Announcements	-	(1.000)	-	-
Joint Facility - Amtrak Maintenance	-	(1.000)	(1.000)	(1.000)
Depreciation/OPEB/ Environmental Remediation	(0.060)	-	-	-
Other	(0.572)	(0.390)	(1.017)	(0.564)
Sub-Total Non-Reimbursable Expense Changes	($12.052)	($20.630)	($5.874)	($22.374)
Total Non-Reimbursable Major Changes	($18.576)	($26.496)	($13.706)	($31.276)
Reimbursable Major Changes				
Revenue				
Capital and Other Reimbursement	(21.335)	(8.669)	(13.124)	(13.296)
Sub-Total Reimbursable Revenue Changes	($21.335)	($8.669)	($13.124)	($13.296)
Expenses				
Labor - Reduction in force and lower Capital activity	$14.032	$8.586	$8.828	$8.995
Establish separate capital overhead rate for reimbursable administrative positions	-	-	3.970	3.970
Non-Labor	7.303	0.083	0.326	0.331
Sub-Total Reimbursable Expense Changes	$21.335	$8.669	$13.124	$13.296
Total Reimbursable Major Changes	$0.000	$0.000	($0.000)	($0.000)
Total Accrual Changes	***($18.576)***	***($26.496)***	***($13.706)***	***($31.276)***
Cash Adjustment Changes				
Timing from 2010	$6.219	$0.000	$0.000	$0.000
Wage Claim adjustment	1.720	0.000	0.000	0.000
Capital Receipts - Force Account and ESA adjustment	0.232	0.020	(0.181)	(0.278)
Operating Funded Capital	2.649	(0.206)	0.024	0.024
Insurance	(2.114)	(2.202)	(2.555)	(2.584)
GASB	0.839	0.657	(0.012)	(0.165)
Claims reserve adjustment	0.820	0.000	0.000	0.000
Diesel Retro-fit adjustment	(1.028)	0.000	0.000	0.000
Material - 2011 Budget Reduction Program (BRP) Timing	(0.934)	0.934	0.000	0.000
Material - Inventory Savings	0.000	8.000	0.000	0.000
Depreciation/OPEB/Environmental Remediation	0.060	0.000	0.000	0.000
Other Misc	0.060	(0.002)	(0.002)	(0.002)
Total Cash Adjustment Changes	***$8.523***	***$7.201***	***($2.726)***	***($3.005)***
Total Baseline Changes	***($10.053)***	***($19.295)***	***($16.432)***	***($34.281)***
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**($566.312)**	**($642.881)**	**($686.790)**	**($773.712)**

MTA LONG ISLAND RAIL ROAD
2012 Preliminary Budget
July Financial Plan 2012 – 2015
Ridership/(Utilization)

RIDERSHIP/UTILIZATION PROJECTIONS

The regional economy and employment are the primary drivers of passenger ridership and revenue.

Ridership through May fell short of the Adopted Budget by 2.2% and has remained under 2010 levels by 1.8%. The Mid-Year Forecast projects 2011 total ridership to be 80.6 million, which is a decrease of 1.6% over the 2011 Adopted Budget. Based on employment forecasts, the 2012 Preliminary Budget projects a 1.1% growth in ridership. Ridership projections for the outer years 2013-2015 reveal modest annual growth of 0.7% in 2013, 0.8% in 2014 and 0.8% in 2015.

MTA LONG ISLAND RAIL ROAD

July Financial Plan 2012-2015

Ridership/(Utilization)

($ in millions)

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
RIDERSHIP						
Monthly	45.700	45.085	45.660	45.976	46.374	46.727
Weekly	1.755	1.572	1.586	1.599	1.612	1.624
Total Commutation	**47.455**	**46.657**	**47.247**	**47.575**	**47.986**	**48.352**
One-Way Full Fare	7.370	7.551	7.619	7.676	7.741	7.799
One-Way Off Peak	17.208	17.178	17.333	17.463	17.611	17.743
All Other	9.522	9.261	9.321	9.413	9.465	9.533
Total Commutation	**34.100**	**33.989**	**34.272**	**34.552**	**34.817**	**35.076**
Total Ridership	**81.556**	**80.646**	**81.519**	**82.127**	**82.804**	**83.427**
FAREBOX REVENUE						
Passenger Revenue	$523.206	$569.039	$575.494	$579.957	$584.699	$589.065
Total Revenue	**$523.206**	**$569.039**	**$575.494**	**$579.957**	**$584.699**	**$589.065**

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2012-2015
2011 Budget Reduction Proposals - Cash Basis
($ in millions)

	Favorable/(Unfavorable)									
Administration	Pos.	2011	Pos.	2012	Pos.	2013	Pos.	2014	Pos.	2015
Administrative and Management Staff Reductions	5	0.522	6	0.629	6	0.685	6	0.705	6	0.724
Administrative Savings Initiatives - Non Payroll Savings	-	4.978	-	2.654	-	3.690	-	3.690	-	3.692
Delay hiring In Transportation Services Department	6	0.493	-	0.000	-	0.000	-	0.000	-	0.000
Reduce Projected Costs for Misc. Labor Expenses	-	0.408	-	0.392	-	0.392	-	0.392	-	0.392
Additional Non Payroll Savings	-	1.000	-	2.500	-	3.000	-	3.000	-	3.000
Project Elimination and Deferral	-	2.365	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	11	*9.766*	6	*6.175*	6	*7.767*	6	*7.787*	6	*7.809*
Customer Convenience/Amenities										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*
Maintenance										
Lower M3 Running Repair Maintenance	-	0.862	-	1.902	-	1.382	-	1.382	-	1.382
Extend M7 RCM Schedule for HVAC	5	0.923	5	1.637	5	1.724	5	1.724	5	1.724
Subtotal Maintenance	5	*1.785*	5	*3.538*	5	*3.106*	5	*3.106*	5	*3.105*
Revenue Enhancement										
AVS Implementation	-	0.625	-	1.250	-	1.250	-	1.250	-	1.250
Subtotal Revenue Enhancement	-	*0.625*	-	*1.250*	-	*1.250*	-	*1.250*	-	*1.250*
Safety										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*
Security										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*
Service										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*
Service Support										
Transportation and Operations Efficiencies	-	0.000	12	0.188	12	1.187	12	1.220	12	1.252
Eliminate Crews that Support Sheridan Shop Diesel Locomotive Moves	4	0.335	4	0.452	4	0.460	4	0.473	4	0.486
Subtotal Service Support	4	*0.335*	16	*0.640*	16	*1.647*	16	*1.693*	16	*1.738*
Other										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*	-	*0.000*
Agency Submission	**20**	**$12.510**	**27**	**$11.603**	**27**	**$13.770**	**27**	**$13.836**	**27**	**$13.902**

MTA Long Island Rail Road
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function:	**Administration**
Program:	**Administrative and Management Staff Reductions**

Background Details:	Administrative and Management position reductions in Maintenance and Operations Departments.

Program Description/ Implementation Plan:	Eliminate vacant positions within Transportation, Engineering and Procurement.		
Program Implementation Date:	1/1/2011	**When will savings begin?:**	1/1/2011

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.522**	**$0.629**	**$0.685**	**$0.705**	**$0.724**
Total Reduction in Positions Required:	5	6	6	6	6

MTA Long Island Rail Road
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Administration**

Program: **Administrative Non-Payroll Savings**

Background Details:	Administrative reductions were implemented in the following areas: utilities, recruitment, materials and supplies, IT software and hardware costs

Program Description/ Implementation Plan:	The LIRR will reduce employee recruitment costs (background investigations, advertising and job fairs) to match lower than projected hiring. Lower utilities costs are projected based on reduced electricity consumption. Environmental cleanup costs are being re-estimated downward based on the recent four-year average. The LIRR expects to generate savings due to implementing toilet servicing efficiencies, contracting-in printing costs currently performed by a third party, containing telecommunications expenditures and scaling back materials and supplies purchases.		
Program Implementation Date:	1/1/2011	**When will savings begin?:**	1/1/2011

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$4.978**	**$2.654**	**$3.690**	**$3.690**	**$3.692**
Total Reduction in Positions Required:	0	0	0	0	0

MTA Long Island Rail Road
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Administration**

Program: **Delay Hiring Positions in the Transportation Services Department**

Background Details:	Delay hiring/filling vacant positions in the Transportation Services Department.

Program Description/ Implementation Plan:	Delay hiring/filling vacant administrative positions in the Transportation Services Department until 2012. Vacancies created by retirees.		
Program Implementation Date:	4/1/2011	**When will savings begin?:**	4/1/2011

Favorable/(Unfavorable)

	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.493**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Reduction in Positions Required:	6	0	0	0	0

MTA Long Island Rail Road
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Administration**

Program: **Reduce Misc. Labor Expenses**

Background Details:	Reduce projected costs for miscellaneous labor-related expenses.

Program Description/ Implementation Plan:	Based on recent trends, the LIRR anticipates lower sick and vacation leave and comp time payouts.		
Program Implementation Date:	1/1/2011	**When will savings begin?:**	1/1/2011

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.408**	**$0.392**	**$0.392**	**$0.392**	**$0.392**
Total Reduction in Positions Required:	0	0	0	0	0

MTA Long Island Rail Road
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Administration**

Program: **Additional Non-Payroll Reductions**

Background Details:	The LIRR will identify areas of current non-payroll underspending and remove surplus funds from the budget. It will explore additional initiatives to generate non-payroll savings

Program Description/ Implementation Plan:	Initiatives will include savings anticipated after the implementation of pending technology projects including the introduction of paperless timeslips and biometric timekeeping clocks, and the expansion of Smartstart systems for diesel locomotives, inventory drawdown, as well as new revenue from the development/implementation of a new parking revenue strategy.

Program Implementation Date: 4/1/2011 **When will savings begin?:** 4/1/2011

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$1.000**	**$2.500**	**$3.000**	**$3.000**	**$3.000**

Total Reduction in Positions Required:

MTA Long Island Rail Road
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Administration**

Program: **Project Elimination and Deferral**

Background Details:	The LIRR will delay various operating funded capital projects including highway vehicle replacement and other miscellaneous projects.

Program Description/ Implementation Plan:	Various operating budget funded initiatives have been eliminated or deferred.		
Program Implementation Date:	1/1/11	**When will savings begin?:**	1/1/2011

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$2.365**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Reduction in Positions Required:	0	0	0	0	0

MTA Long Island Rail Road
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Maintenance**

Program: **Lower M3 Running Repair Maintenance**

Background Details:	The LIRR has implemented a series of initiatives to reduce costs associated with M3 rolling stock maintenance. These initiatives were possible as a result of the Maintenance of Equipment Department's review of parts/components reliability.

Program Description/ Implementation Plan:	The LIRR expects to generate material savings due to reduced repair effort and M3 Fleet in service. In addition, based on reliability, the number of traction motor rebuilds will be reduced.		
Program Implementation Date:	01/01/11	**When will savings begin?:**	01/01/11

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.862**	**$1.902**	**$1.382**	**$1.382**	**$1.382**
Total Reduction in Positions Required:	0	0	0	0	0

MTA Long Island Rail Road
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Maintenance**

Program: **Extend M7 RCM Schedule for HVAC**

Background Details:	The LIRR has implemented a series of initiatives to reduce costs associated with M7 rolling stock maintenance. These initiatives were possible as a result of the Maintenance of Equipment Department's review of parts/components reliability.

Program Description/ Implementation Plan:	The LIRR will extend the M7 HVAC RCM interval from 8 years to 10 years based on fleet analysis and anticipated failure rates. It will extend the M7 Air Supply Unit RCM interval from 6 years to 9 years based on fleet analysis and anticipated failures.			
Program Implementation Date:	1/1/2011	**When will savings begin?:**	1/1/2011	

Favorable/(Unfavorable)

	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.923**	**$1.637**	**$1.724**	**$1.724**	**$1.724**
Total Reduction in Positions Required	5	5	5	5	5

MTA Long Island Rail Road
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function:	**Revenue Enhancement**
Program:	**AVS Implementation**

Background Details:	Implementing AVS (Automated Verification System) at the LIRR's ticket vending machines will significantly reduce credit card chargebacks.

Program Description/ Implementation Plan:	AVS requires a customer to enter the zip code of the credit card holder prior to completing a credit transaction. This is similar to many gas stations. It is anticipated that this will result in a 50% reduction of chargebacks based on 2010 levels.		
Program Implementation Date:	7/1/11	**When will savings begin?:**	7/1/11

Favorable/(Unfavorable)

	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.625**	**$1.250**	**$1.250**	**$1.250**	**$1.250**
Total Reduction in Positions Required:	0	0	0	0	0

MTA Long Island Rail Road
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function:	**Service Support**
Program:	**Transportation Operations Efficiencies**

Background Details:	Implement crew utilization efficiencies in the Transportation Department.

Program Description/ Implementation Plan:	The LIRR has been working to reduce the cost to sell, collect and validate fares. Efforts implemented to date have lowered the cost to sell and validate fares from 22% of farebox revenue to 17%. The LIRR is committed to achieving further reductions in this area. This includes evaluating crew staffing levels, assignments, and release points. The objective is to identify efficiencies while protecting safety and fare collection.		
Program Implementation Date:	11/1/2012	**When will savings begin?:**	11/1/2012

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.000**	**$0.188**	**$1.187**	**$1.220**	**$1.252**
Total Reduction in Positions Required:	0	12	12	12	12

MTA Long Island Rail Road
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function:	**Service Support**
Program:	**Eliminate Crews that Support Sheridan Shop Diesel Locomotive Moves**
Background Details:	There is currently insufficient room in the existing Richmond Hill Locomotive shop to service engines so there is a need to use the adjacent Sheridan Shop for engine work. Contractually, engines are moved into the Sheridan Shop by a yard passenger crew resulting in penalty payments.
Program Description/ Implementation Plan:	By reconfiguring workload, the LIRR will use the Roundhouse to service the engines. Since the Sheridan Shop will no longer be used for repairs, the penalty payments and crews used to move the engines into the sheridan shop will be eliminated.
Program Implementation Date:	4/1/11 **When will savings begin?:** 4/1/2011

Favorable/(Unfavorable)

	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.335**	**$0.452**	**$0.460**	**$0.473**	**$0.486**
Total Reduction in Positions Required:	4	4	4	4	4

MTA LONG ISLAND RAIL ROAD
2012 Preliminary Budget
July Financial Plan 2012 – 2015
Positions

Position Assumptions

Positions are identified as of year-end (December 31) for each year in the financial plan and reflect an estimate of the total number of paid employees required to meet and achieve corporate goals as well as those in line with reimbursable activity. Position totals incorporate the seasonal, as well as other fluctuations in staffing requirements for capital projects.

2011 Changes

Total Positions of 6,443 in 2011 represents a reduction of 45 positions from the February Plan. The reduction of 45 positions is comprised of 43 non-reimbursable positions and 2 reimbursable positions. The non-reimbursable reduction of 43 positions is due to the 2011 Budget Reduction Program (BRP) resulting in savings of 20 positions, open positions/vacancies of 54 positions and a shift of Engineering Department positions to Capital activity of 10 positions, partially offset by new need requirements and other increases of 41 positions for the Audio Visual Paging System (AVPS)/Real Time Train initiative, Administrative support for the Hours of Service Regulation, M7 Rolling Stock maintenance needs and an adjustment to a 2010 BRP. The reduction of 2 reimbursable positions is associated with changes in the Capital Program.

2012 Changes

The 2011 Preliminary Budget totals 6,522 positions, a reduction of 28 positions from the February Plan and an increase of 79 positions above year-end 2011 projected headcount.

The reduction of 28 positions from February Plan is comprised of an increase of 19 non-reimbursable positions with an offsetting reduction of 47 reimbursable positions.

- The non-reimbursable increase of 19 year-end positions is primarily the result of RCM initiatives (M7 and Diesel), new need requirements and other increases for the Audio Visual Paging System (AVPS)/Real Time Train initiative, Administrative support for the Hours of Service Regulation, and realignment of Engineering workforce from project work to maintenance, partially offset by the 2011 BRPs and adjustments to Train Crew trainee positions and a 2010 BRP.

- The reimbursable reduction of 47 positions is associated with the reimbursable administrative position reduction and a shift in Engineering Department workforce to maintenance work.

2013 – 2015 Changes

- Annual staffing levels include the impact of the new needs and other increases, partially offset by the 2011 BRPs and other decreases as included in 2012 and consistent with the associated cost changes incorporated in the financial plan.
- This plan includes a re-estimate of the impact of the East Side Access start-up with 2013 – 2015 showing a reduction of positions from the February Plan.
- The capital administrative position reduction and shift in Engineering Department forces is assumed throughout the business plan.

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2012-2015
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
Executive VP	2	2	2	2	2	2
Labor Relations	9	10	10	10	10	10
Procurement & Logistics (excl. Stores)	84	84	84	84	86	88
Human Resources	85	76	76	82	90	94
Sr VP Administration	2	2	2	2	2	2
Strategic Investments	33	39	39	39	39	39
President	4	4	4	4	4	4
VP & CFO/Pensions	9	9	4	4	4	4
Information Technology	155	160	160	160	160	165
Controller	64	41	41	41	41	41
Management and Budget	16	18	18	18	18	18
Process Re-Engineering	6	6	6	6	6	6
VP - East Side Access & Special Projects	21	26	26	26	26	26
Market Dev. & Public Affairs	56	61	61	61	61	61
Gen. Counsel & Secretary	31	30	30	30	30	30
Diversity Management	2	2	2	2	2	2
System Safety	19	20	20	20	20	20
Security	5	5	5	5	5	5
Sr VP Operations/Oper. S/A & Serv. Planning	38	39	39	39	39	39
Total Administration	**641**	**634**	**629**	**635**	**645**	**656**
Operations						
Transportation Services - Train Operations	1,805	1,785	1,813	1,810	1,967	2,060
Transportation Services - Station Operations	306	294	286	286	286	291
Total Operations	**2,111**	**2,079**	**2,099**	**2,096**	**2,253**	**2,351**
Maintenance						
Engineering	1,604	1,591	1,615	1,590	1,609	1,627
Equipment	1,897	1,928	1,973	1,986	2,008	2,191
Procurement (Stores)	91	94	93	93	93	93
Total Maintenance	**3,592**	**3,613**	**3,681**	**3,669**	**3,710**	**3,911**
Engineering/Capital						
Department of Project Management	109	117	113	113	113	113
Total Engineering/Capital	**109**	**117**	**113**	**113**	**113**	**113**
Total Baseline Positions	**6,453**	**6,443**	**6,522**	**6,513**	**6,721**	**7,031**
Non-Reimbursable	5,805	5,810	5,905	5,896	6,105	6,421
Reimbursable	648	633	617	617	617	610
Total Full-Time	6,453	6,443	6,522	6,513	6,721	7,031
Total Full-Time Equivalents	-	-	-	-	-	-

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2012-2015
Total Positions by Function and Occupation

FUNCTION/DEPARTMENT		2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration							
	Managers/Supervisors	295	326	327	329	333	336
	Professional, Technical, Clerical	346	308	302	306	312	320
	Operational Hourlies	-	-	-	-	-	-
	Total Administration	641	634	629	635	645	656
Operations							
	Managers/Supervisors	270	291	302	302	301	306
	Professional, Technical, Clerical	176	158	151	151	151	151
	Operational Hourlies	1,665	1,630	1,646	1,643	1,801	1,894
	Total Operations	2,111	2,079	2,099	2,096	2,253	2,351
Maintenance							
	Managers/Supervisors	661	683	689	689	695	709
	Professional, Technical, Clerical	241	256	247	247	247	247
	Operational Hourlies	2,690	2,674	2,745	2,733	2,768	2,955
	Total Maintenance	3,592	3,613	3,681	3,669	3,710	3,911
Engineering/Capital							
	Managers/Supervisors	91	99	96	96	96	96
	Professional, Technical, Clerical	18	18	17	17	17	17
	Operational Hourlies	-	-	-	-	-	-
	Total Engineering/Capital	109	117	113	113	113	113
Public Safety							
	Managers/Supervisors	-	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-	-
	Total Public Safety	-	-	-	-	-	-
Total Baseline Positions							
	Managers/Supervisors	1,317	1,399	1,414	1,416	1,425	1,447
	Professional, Technical, Clerical	781	740	717	721	727	735
	Operational Hourlies	4,355	4,304	4,391	4,376	4,569	4,849
	Total Baseline Positions	6,453	6,443	6,522	6,513	6,721	7,031

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Metro-North Railroad

MTA METRO-NORTH RAILROAD
2012 Preliminary Budget
July Financial Plan 2012-2015

FINANCIAL OVERVIEW

The Metro-North 2011 July Financial Plan follows two years of a regional economic downturn that prompted the MTA to institute major Agency-wide cost saving initiatives. These actions were also used as an opportunity to develop long-term measures to improve efficiency and ensure that every revenue dollar is maximized in supporting daily operations.

The 2011 July Financial Plan sustains the hard earned savings achieved from those measures, continues current operating, safety, and customer service standards, and incorporates several new initiatives to improve the railroad's performance. In addition, further cost savings will be realized in 2011 through a budget reduction plan which reduces non-reimbursable operating subsidies by $9.0 million – which is slightly offset by a reduction in overhead cost recoveries as a result of a 15% reduction in the reimbursable administrative workforce.

Development of the Financial Plan flows from Metro-North's annual planning process, where issues impacting the performance of the railroad are reviewed, and initiatives are developed to achieve the railroad's goals. Consequently, operating resources are based on the consideration of factors which affect all aspects of the railroad including current operating trends, projected changes in costs, new initiatives/business decisions which affect revenue generation, service quantity, quality or efficiency, and the impacts of capital improvements on operating expenditures. Each of these factors is carefully reviewed in the context of funding availability from MTA and Connecticut Department of Transportation (ConnDOT).

Key on-going or new programs funded in the July Plan are highlighted below:

Customer Service

- Provisions for additional train service beginning in October 2011 and continue in the 2012 -2015 period. Service changes are designed to address growing ridership levels, to mitigate customer conditions on board trains that exceed Metro-North standards, meet seasonal ridership demands, accommodate parking expansion and protect revenue collection.
- The new Customer Service Center was recently opened on the Main Concourse in Grand Central Terminal enabling Metro-North's customers to have their concerns addressed seven days a week from 8:30 AM to 5 PM.
- Repairs to station platforms and stairs at Cortlandt Station will improve customer safety and the station environment.

- Installation of new customer information monitors and the replacement of outdated electronic platform signs at outlying stations will increase the level and reliability of information communicated to customers.
- Installation of NYCT monitors (SAIDs-Station Advisory Information Displays) in GCT and at select Subway transfer stations will provide customers with real-time subway service status information.
- Enhancements to Metro-North Railroad Train Time will improve the communication of track assignment changes to customers.
- Upgrades to Ticket Machine PIN pads for credit and debit card ticket purchases will incorporate new security standards and regulations.
- Cyclical Station Painting will continue in 2011 at Cortlandt, Garrison, Cold Spring, Beacon, New Hamburg, Bronxville and Scarsdale stations to improve and maintain the station environment.

Service Reliability

- Genesis locomotive overhauls continue to be funded and are scheduled for completion in 2012.
- Two additional West of Hudson locomotives have been scheduled for overhaul in 2012 to maintain the reliability of these units, improve their mean distance between failure, and reduce out-of-service rates which avoids extraordinary operating costs for locomotive rentals and major component repairs.
- Additional snow fighting equipment will be procured to ensure Metro-North is adequately prepared to combat inclement weather and snow storm conditions in an effort to minimize weather-related service disruptions and equipment damage.
- Continuation of the phased replacement of Hudson Rail Link shuttle buses ensures the reliability and adequate capacity of this successful connecting service.
- Repair costs have been included for the fender system that protects the Harlem River Lift Bridge. The structural integrity to this only artery into and out of GCT could be compromised by a collision from a ship or barge if the bridge is unprotected which could cause service disruptions or the suspension of service.

Safety and Security

- Metro-North has incorporated resources to support the maintenance and monitoring functions associated with the implementation of new security systems in New York and Connecticut.
- GCT will be further strengthened with resources to support new fire safety systems and the fire brigade.
- M-3 Door Modification program will begin in 2012. This program will create redundancy in door operating systems, improving the reliability and safety of M-3 equipment.

- Upgrades to security systems will provide real-time video feeds to Metro-North operation control centers.
- The financial plan continues to support on-going programs for accident prevention, safety committees, and communication efforts that increase customer and employee safety awareness and reduce injuries.

Sustainability

- In conjunction with NYPA, Metro-North will take steps to conserve electricity through the installation of occupancy detectors, energy efficient lighting and HVAC system upgrades in GCT, select offices, conference rooms and shop locations.
- Auto-shutoff lighting fixtures and low flow water appliances will be installed at select locations.
- Metro-North will expand its recycling program to include Harmon.

Financial Stability

- *Overtime*

  Over the past several years, Metro-North has managed its overtime spending annually to achieve a balanced approach to spending in two key areas: reducing unscheduled overtime and balancing overtime spending with service reliability. In 2010, Metro-North reduced its overtime spending by $2.9 million or 5% off a lower overtime base as compared to 2009 (from $57.6 million to $54.7 million). These reductions were achieved by conducting functional programmatic reviews that identified several key overtime initiatives and changes in business practices to reduce unscheduled overtime spending.

  Severe winter weather conditions in the first quarter of 2011 required Metro-North to increase its overtime forecast by $2.0 million for the year; however, efforts to monitor, control and reduce overtime will continue through the following actions:

  - Reducing overtime from full-shifts to half-shifts when applicable;
  - Scheduling vacation time more evenly throughout the year;
  - Reallocating resources to night work;
  - Adjusting maintenance cycles in GCT;
  - Reviewing coverage to meet service requirements, consist compliance; and preserve peak period service; and
  - Incorporating overtime savings associated with new M-8 cars.

- *Inventory Procurement*

  Efforts to reduce stock inventory purchases and improve control of material usage will continue through the implementation of strategic procurement and inventory planning initiatives that partner maintenance needs with material management efforts. Continuation of actions that were successfully implemented in 2010 include:

- Refinement in the scheduling of maintenance programs.
- Managing safety stock levels.
- Reviewing open purchase orders.
- Monitoring inventory replenishments.
- Implementation of a new forecasting model for inventory procurements.
- Developing a new Maintenance of Way Department Material Management Unit.

- Incorporate a 15% reduction to the reimbursable administrative workforce which includes the adverse impact of which results in a reduction to non-reimbursable overhead recovery.
- Increase passenger revenues through the implementation of new train service in 2011 - 2014 that promotes long-term ridership growth.
- Realign labor, material and propulsion costs in accordance with the revised M-8 car delivery schedule.
- Incorporate lower car disposal costs for M-2, M-4 and M-6 cars based on lower than anticipated contractor cost estimates.
- Incorporate new sources of non-passenger revenue as a result of focused efforts to leverage Metro-North assets for GCT retail revenue, parking, advertising, commissary services, and vending.
- Preserve the retail revenue stream in GCT and maintain its landmark status by funding GCT renovation projects in each year of the plan. Similar to the costs required for the overall GCT retail operation and its management, the cost of GCT restoration/renovation projects are netted in the Financial Plan against GCT Retail Revenue.
- Complete the installation and implementation of Kronos timekeeping at all facilities to improve the tracking and reporting of personnel costs.
- Reduce staffing through the transfer of five additional accounting positions to the Business Service Center and a reduction of five train crew positions related to a re-evaluation of Hours of Service coverage requirements.

The financial plan also includes inflation-driven changes for energy, material and supplies, employee health benefit costs and insurance coverage. Labor costs and wage contract settlement assumptions, as well as Defined Benefit Pension contributions, were adjusted in accordance with growth assumptions.

2011 MID-YEAR FORECAST

The 2011 Mid-Year Forecast subsidy requirement of $416.2 million for non-reimbursable operations is $2.5 million lower than the 2011 Adopted Budget. This reflects $4.9 million in higher total revenue partially offset by $2.4 million in higher cash expenditures. Operating revenues of $610.8 million reflect passenger revenues of

$567.0 million that are $4.1 million higher than the adopted budget due to higher ridership (0.6% increase vs. the adopted budget and 1.3% vs. 2010). Non-passenger revenues of $43.9 million are $0.8 million favorable to budget due to higher GCT retail proceeds and outlying station revenue. Non-reimbursable operating expenses of $1,285.0 million reflect the impact of severe winter storms which required extraordinary expenditures in overtime and material costs to clear snow and ice from stations, facilities, and the right-of-way, as well as to repair storm-damaged New Haven Line electric cars. 2011 expenses also include the rising cost of diesel fuel, higher pension contribution requirements, and lower overhead recovery. These increases were partially offset by budget reduction savings resulting from lower labor costs due to the deferment of filling vacancies, additional position transfers to the Business Service Center (BSC), lower train crew staffing requirements for Hours of Service coverage, and the rescheduling of train service changes. Other favorable expense changes include lower subsidy requirements for West of Hudson service, the re-estimate of expenses related to the acquisition of M-8 cars, and non-cash accrual adjustments for depreciation and environmental remediation.

The 2011 Mid-Year Reimbursable revenue and expense projections total $188.5 million which is $22.9 million lower than the 2011 Adopted Budget. This reduction reflects the impact of an MTA-wide 15% reimbursable administrative position reduction, which results in the elimination of 23 positions beginning in September 2011 ($1.1 million), as well as a scope reduction of the M-4 CSR project, a decrease in funding requirements for ferry service projects, and the rescheduling of projects due to the impact of adverse weather conditions in the first quarter of 2011.

2012 PRELIMINARY BUDGET-BASELINE

The 2012 Preliminary Non-Reimbursable Budget reflects revenue projections totaling $625.5 million, and expenses, including depreciation, of $1,339.4 million that generate an operating deficit of $713.9 million. Cash adjustments of $263.9 million reduce that amount to a cash deficit of $450.0 million, of which $341.1 million represents the MTA share and $109.2 million the ConnDOT share. The 2012 Proposed Reimbursable revenues and expenses total $184.8 million and reflect the full year value of the 15% reimbursable administrative position reduction ($3.5 million).

Non-reimbursable farebox revenue of $579.8 million is $12.8 million or 2.3% higher than the 2011 Mid Year Forecast due to ridership growth projected at 2.1%. Non-passenger revenue is $1.8 million or 4.1% higher than 2011 due to higher advertising, parking and GCT retail revenues. Operating expenses of $1,339.4 million reflect current cost trends for energy, employee benefit costs and insurance, as well as inflation-based increases for material. Labor costs reflect CPI-based wage increase assumptions, and the removal of extraordinary 2011 overtime costs for weather emergencies. Program changes include provisions for the start of a seat replacement program on the M-7 cars, M-3 door modifications, cost adjustments associated with the phase-in of new M-8 cars and the retirement of the M-2 fleet, further staffing of the GCT Fire Brigade, continuation

of locomotive overhauls, and operations costs associated with service improvements and the Conductor Certification program.

2013-2015 PROJECTIONS

The 2013-2015 expenditure projections will allow Metro-North to continue initiatives that maintain existing train service levels, enhance service levels, and continue service reliability programs that maintain rolling stock and the right-of-way, and the phasing in of resources to support maintenance requirements on the new M-8 car fleet and remaining M-4 and M-6 cars. Financial stability measures include the removal of completed programs such as locomotive overhauls, and the incorporation of projected cost changes in labor costs, energy, employee benefit costs, insurance and material. Major assumptions reflected in the 2013-2015 projections and reconciliation to the February Plan are furnished later in this document.

MTA Metro-North Railroad
July Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Operating Revenue						
Farebox Revenue	$526.691	$566.970	$579.793	$593.042	$607.344	$620.908
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	46.823	43.874	45.694	46.540	48.062	49.814
MNR - MTA	0.000	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	0.000	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	**$573.514**	**$610.843**	**$625.487**	**$639.583**	**$655.406**	**$670.722**
Operating Expenses						
Labor:						
Payroll	$386.240	$392.243	$405.507	$419.378	$429.983	$438.761
Overtime	54.682	55.168	52.698	53.491	54.530	55.558
Health and Welfare	71.226	81.331	95.814	115.928	128.566	142.824
OPEB Current Payment	13.002	15.250	16.000	17.000	18.000	18.500
Pensions	47.669	53.838	63.635	66.067	67.680	70.213
Other Fringe Benefits	79.345	80.531	82.893	86.444	89.183	91.691
Reimbursable Overhead	(35.009)	(37.212)	(37.376)	(38.143)	(38.885)	(39.617)
Total Labor	**$617.155**	**$641.149**	**$679.170**	**$720.165**	**$749.057**	**$777.930**
Non-Labor:						
Traction and Propulsion Power	$61.853	$64.997	$71.974	$81.949	$92.129	$103.566
Fuel for Buses and Trains	15.891	24.981	26.074	27.112	27.074	27.551
Insurance	10.575	10.248	12.122	13.208	14.418	15.751
Claims	7.235	10.000	11.000	11.000	11.000	11.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	88.006	106.870	102.216	95.309	97.718	99.207
Professional Service Contracts	27.931	36.723	35.571	36.497	36.906	37.276
Materials & Supplies	78.201	92.567	95.011	105.412	109.000	104.848
Other Business Expenses	13.594	15.944	16.195	16.511	17.380	17.177
Total Non-Labor	**$303.286**	**$362.330**	**$370.163**	**$386.998**	**$405.625**	**$416.376**
Other Expenses Adjustments:						
Other						
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjs.	**$920.441**	**$1,003.479**	**$1,049.333**	**$1,107.163**	**$1,154.682**	**$1,194.305**
Depreciation	$219.052	$218.686	$223.376	$232.116	$243.736	$256.136
OPEB Obligation	45.698	56.275	59.997	63.963	68.189	72.337
Environmental Remediation	3.753	6.527	6.723	6.924	7.132	7.346
Total Expenses	**$1,188.944**	**$1,284.967**	**$1,339.429**	**$1,410.166**	**$1,473.739**	**$1,530.125**
Baseline Surplus/(Deficit)	**($615.430)**	**($674.124)**	**($713.942)**	**($770.583)**	**($818.333)**	**($859.403)**
Cash Conversion Adjustments:						
Depreciation	$219.052	$218.686	$223.376	$232.116	$243.736	$256.136
Operating/Capital	(12.415)	(14.127)	(16.000)	(17.000)	(17.000)	(17.000)
Other Cash Adjustments	16.622	53.391	56.548	61.208	48.792	69.189
Total Cash Conversion Adjustments	**$223.259**	**$257.950**	**$263.924**	**$276.324**	**$275.528**	**$308.325**
Baseline Cash Surplus/(Deficit)	**($392.171)**	**($416.174)**	**($450.018)**	**($494.259)**	**($542.805)**	**($551.078)**

MTA Metro-North Railroad
July Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
($ in millions)

REIMBURSABLE

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
MNR - MTA	87.611	103.866	105.710	110.676	113.503	117.217
MNR - CDOT	70.617	73.224	65.304	62.956	64.553	66.621
MNR - Other	22.293	11.405	13.815	14.321	14.625	15.022
Capital and Other Reimbursements	180.521	188.495	184.829	187.953	192.681	198.860
Total Revenue	**$180.521**	**$188.495**	**$184.829**	**$187.953**	**$192.681**	**$198.860**
Expenses						
Labor:						
Payroll	$41.102	$44.027	$43.503	$44.390	$45.245	$46.090
Overtime	15.856	15.116	15.268	15.588	15.890	16.189
Health and Welfare	9.851	11.089	13.169	15.538	17.163	18.908
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	5.191	5.969	8.334	9.927	8.806	9.132
Other Fringe Benefits	9.469	10.214	9.960	10.263	10.538	10.821
Reimbursable Overhead	34.878	36.730	36.797	37.550	38.280	39.001
Total Labor	**$116.347**	**$123.145**	**$127.031**	**$133.256**	**$135.922**	**$140.141**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	3.674	4.007	4.060	4.143	4.223	4.302
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	42.243	24.978	19.421	19.817	20.257	20.688
Professional Service Contracts	5.772	4.331	4.497	3.568	3.647	3.725
Materials & Supplies	12.188	32.459	30.253	27.611	29.084	30.465
Other Business Expenses	0.297	(0.425)	(0.433)	(0.442)	(0.452)	(0.461)
Total Non-Labor	**$64.174**	**$65.350**	**$57.798**	**$54.697**	**$56.759**	**$58.719**
Other Adjustments:						
Other						
Total Other Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$180.521**	**$188.495**	**$184.829**	**$187.953**	**$192.681**	**$198.860**
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$180.521**	**$188.495**	**$184.829**	**$187.953**	**$192.681**	**$198.860**
Baseline Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Cash Conversion Adjustments:						
Depreciation	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Operating/Capital	0.000	0.000	0.000	0.000	0.000	0.000
Other Cash Adjustments	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Cash Surplus/(Deficit)	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000

MTA Metro-North Railroad
July Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE / REIMBURSABLE

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Farebox Revenue	$526.691	$566.970	$579.793	$593.042	$607.344	$620.908
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	46.823	43.874	45.694	46.540	48.062	49.814
MNR - MTA	87.611	103.866	105.710	110.676	113.503	117.217
MNR - CDOT	70.617	73.224	65.304	62.956	64.553	66.621
MNR - Other	22.293	11.405	13.815	14.321	14.625	15.022
Capital and Other Reimbursements	180.521	188.495	184.829	187.953	192.681	198.860
Total Revenue	**$754.035**	**$799.338**	**$810.316**	**$827.536**	**$848.087**	**$869.582**
Expenses						
Labor:						
Payroll	$427.342	$436.270	$449.010	$463.768	$475.228	$484.851
Overtime	70.538	70.284	67.966	69.079	70.420	71.747
Health and Welfare	81.077	92.420	108.983	131.466	145.729	161.732
OPEB Current Payment	13.002	15.250	16.000	17.000	18.000	18.500
Pensions	52.860	59.807	71.969	75.994	76.486	79.345
Other Fringe Benefits	88.814	90.745	92.853	96.707	99.721	102.512
Reimbursable Overhead	(0.131)	(0.482)	(0.579)	(0.593)	(0.605)	(0.616)
Total Labor	**$733.502**	**$764.294**	**$806.201**	**$853.421**	**$884.979**	**$918.071**
Non-Labor:						
Traction and Propulsion Power	$61.853	$64.997	$71.974	$81.949	$92.129	$103.566
Fuel for Buses and Trains	15.891	24.981	26.074	27.112	27.074	27.551
Insurance	14.249	14.255	16.182	17.351	18.641	20.053
Claims	7.235	10.000	11.000	11.000	11.000	11.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	130.249	131.848	121.637	115.126	117.975	119.895
Professional Service Contracts	33.703	41.054	40.068	40.065	40.553	41.001
Materials & Supplies	90.389	125.026	125.264	133.023	138.084	135.313
Other Business Expenses	13.891	15.519	15.762	16.069	16.928	16.716
Total Non-Labor	**$367.460**	**$427.680**	**$427.961**	**$441.695**	**$462.384**	**$475.095**
Other Adjustments:						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjs.	**$1,100.962**	**$1,191.974**	**$1,234.162**	**$1,295.116**	**$1,347.363**	**$1,393.165**
Depreciation	$219.052	$218.686	$223.376	$232.116	$243.736	$256.136
OPEB Obligation	45.698	56.275	59.997	63.963	68.189	72.337
Environmental Remediation	3.753	6.527	6.723	6.924	7.132	7.346
Total Expenses	**$1,369.465**	**$1,473.462**	**$1,524.258**	**$1,598.119**	**$1,666.420**	**$1,728.985**
Baseline Surplus/(Deficit)	**($615.430)**	**($674.124)**	**($713.942)**	**($770.583)**	**($818.333)**	**($859.403)**
Cash Conversion Adjustments:						
Depreciation	$219.052	$218.686	$223.376	$232.116	$243.736	$256.136
Operating/Capital	(12.415)	(14.127)	(16.000)	(17.000)	(17.000)	(17.000)
Other Cash Adjustments	16.622	53.391	56.548	61.208	48.792	69.189
Total Cash Conversion Adjustments	**$223.259**	**$257.950**	**$263.924**	**$276.324**	**$275.528**	**$308.325**
Baseline Cash Surplus/(Deficit)	**($392.171)**	**($416.174)**	**($450.018)**	**($494.259)**	**($542.805)**	**($551.078)**

MTA Metro-North Railroad
July Financial Plan 2012 - 2015
Cash Receipts & Expenditures
($ in millions)

CASH RECEIPTS AND EXPENDITURES

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$535.551	$573.644	$587.093	$600.442	$615.194	$628.908
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	65.258	66.500	69.304	71.611	72.768	74.585
MNR - MTA	99.641	91.897	108.661	110.203	112.664	117.368
MNR - CDOT	68.593	72.020	66.553	63.220	64.848	66.937
MNR - Other	14.895	16.826	13.660	14.202	14.552	14.928
Capital and Other Reimbursements	183.129	180.743	188.874	187.625	192.064	199.233
Total Receipts	**$783.938**	**$820.887**	**$845.271**	**$859.678**	**$880.026**	**$902.726**
Expenditures						
Labor:						
Payroll	$427.365	$434.242	$451.728	$462.789	$482.074	$482.877
Overtime	71.438	70.155	68.803	68.948	72.349	71.602
Health and Welfare	85.380	95.848	111.974	135.372	149.978	166.078
OPEB Current Payment	13.204	15.250	16.000	17.000	18.000	18.500
Pensions	58.470	59.937	72.122	76.186	76.651	79.516
Other Fringe Benefits	87.324	90.641	93.967	97.070	101.524	102.149
GASB Account	14.432	0.000	8.746	9.607	10.512	11.229
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.550	0.550
Total Labor	**$757.613**	**$766.073**	**$823.340**	**$866.972**	**$911.638**	**$932.501**
Non-Labor:						
Traction and Propulsion Power	$65.971	$64.997	$71.974	$81.949	$92.129	$103.566
Fuel for Buses and Trains	15.891	24.981	26.074	27.112	27.074	27.551
Insurance	17.658	14.425	16.006	17.187	19.659	19.880
Claims	8.717	10.146	11.146	11.146	11.146	11.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	156.544	160.905	147.323	140.958	145.748	146.204
Professional Service Contracts	37.696	42.942	42.186	42.268	42.692	43.077
Materials & Supplies	83.889	128.975	133.127	141.676	146.794	144.043
Other Business Expenses	32.130	23.617	24.114	24.669	25.951	25.836
Total Non-Labor	**$418.496**	**$470.988**	**$471.950**	**$486.965**	**$511.193**	**$521.303**
Other Adjustments:						
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Cash Timing and Availability Adjustment	(12.335)	0.000	0.000	0.000	0.000	0.000
Total Other Adjustments	**($12.335)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditures	**$1,163.774**	**$1,237.061**	**$1,295.290**	**$1,353.937**	**$1,422.831**	**$1,453.804**
Baseline Cash Deficit	**($379.836)**	**($416.174)**	**($450.019)**	**($494.259)**	**($542.805)**	**($551.078)**
Subsidies						
MTA	($302.177)	($321.308)	($341.059)	($368.877)	($407.881)	($411.976)
CDOT	(77.659)	(94.866)	(108.960)	(125.382)	(134.924)	(139.102)
Total Subsidies	**($379.836)**	**($416.174)**	**($450.019)**	**($494.259)**	**($542.805)**	**($551.078)**

MTA Metro-North Railroad
July Financial Plan 2012 - 2015
Cash Conversion (Cash Flow Adjustments)
($ in millions)

CASH FLOW ADJUSTMENTS	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$8.860	$6.674	$7.300	$7.400	$7.850	$8.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	18.435	22.626	23.610	25.071	24.706	24.771
MNR - MTA	12.030	(11.969)	2.951	(0.473)	(0.839)	0.151
MNR - CDOT	(2.024)	(1.204)	1.249	0.264	0.295	0.316
MNR - Other	(7.398)	5.421	(0.155)	(0.119)	(0.073)	(0.094)
Capital and Other Reimbursements	2.608	(7.752)	4.045	(0.328)	(0.617)	0.373
Total Receipts	**$29.903**	**$21.549**	**$34.955**	**$32.142**	**$31.939**	**$33.144**
Expenditures						
Labor:						
Payroll	($0.023)	$2.028	($2.718)	$0.979	($6.846)	$1.974
Overtime	(0.900)	0.129	(0.837)	0.131	(1.929)	0.145
Health and Welfare	(4.303)	(3.428)	(2.991)	(3.906)	(4.249)	(4.346)
OPEB Current Payment	(0.202)	0.000	0.000	0.000	0.000	0.000
Pensions	(5.610)	(0.130)	(0.153)	(0.192)	(0.165)	(0.171)
Other Fringe Benefits	1.490	0.104	(1.114)	(0.363)	(1.803)	0.363
GASB Account	(14.432)	0.000	(8.746)	(9.607)	(10.512)	(11.229)
Reimbursable Overhead	(0.131)	(0.482)	(0.579)	(0.593)	(1.155)	(1.166)
Total Labor	**($24.111)**	**($1.779)**	**($17.139)**	**($13.551)**	**($26.659)**	**($14.430)**
Non-Labor:						
Traction and Propulsion Power	($4.118)	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(3.409)	(0.170)	0.176	0.164	(1.018)	0.173
Claims	(1.482)	(0.146)	(0.146)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(26.295)	(29.057)	(25.686)	(25.832)	(27.773)	(26.309)
Professional Service Contracts	(3.993)	(1.888)	(2.118)	(2.203)	(2.139)	(2.076)
Materials & Supplies	6.500	(3.949)	(7.863)	(8.653)	(8.710)	(8.730)
Other Business Expenditures	(18.239)	(8.098)	(8.352)	(8.600)	(9.023)	(9.120)
Total Non-Labor	**($51.036)**	**($43.308)**	**($43.989)**	**($45.270)**	**($48.809)**	**($46.208)**
Other Adjustments:						
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	**($45.244)**	**($23.538)**	**($26.173)**	**($26.679)**	**($43.529)**	**($27.494)**
Depreciation Adjustment	$219.052	$218.686	$223.376	$232.116	$243.736	$256.136
OPEB Obligation	45.698	56.275	59.997	63.963	68.189	72.337
Environmental Remediation	3.753	6.527	6.723	6.924	7.132	7.346
Baseline Total Cash Conversion Adjustments	**$223.259**	**$257.950**	**$263.923**	**$276.324**	**$275.528**	**$308.325**

MTA METRO-NORTH RAILROAD
2012 Preliminary Budget
July Financial Plan 2012-2015
Year-to-Year Changes By Category- Baseline

FAREBOX REVENUE

Non-Reimbursable

- East of Hudson ridership growth is projected at 1.3% in 2011, 2.1% in 2012, 2.2% in 2013, 2.3% in 2014, and 2.1% in 2015.
- 2011 assumes resumption of long-term regional economic growth.
- 2012-2015 ridership growth reflects a gradual recovery from the regional economic slowdown. Through 2015, increase in ridership reflects the resumption of modest employment growth and the continuing impacts of service initiatives.
- 2012-2015 assumes no fare increases.

Reimbursable

- Not applicable

Cash

- 2011-2015 cash adjustments include receipts from the sale of Metro Cards, Westchester County bus fares, and special event promotions, partially offset by credit card fees associated with the purchase of passenger tickets.

OTHER OPERATING REVENUE

Non-Reimbursable

- 2012 revenue increase reflects higher revenues from parking resulting from the full effect of rate increases, the continuing improvement in GCT retail sales, and higher advertising revenues. These increases are slightly offset by a provision for GCT revenue funded restoration projects.

- 2013-2015 increase reflects additional parking at Cortlandt and North White Plains, and the positive effects of the improving economy on advertising revenues. In addition to these increases are higher net GCT retail tenant revenues, partially offset by provisions for GCT revenue funded restoration projects.

Cash

- 2011-2015 adjustments include the reclassifications of Amtrak and other railroad reimbursements, revenue offsets for GCT revenue funded projects, reimbursements from CDOT, and reimbursements for settlements and scrap material sales.

CAPITAL AND OTHER REIMBURSEMENTS

Non-Reimbursable

- Not applicable

Reimbursable

Capital project cost reimbursements in each year of the financial plan are based on recouping 100% of accrued project expenditures.

- 2012 accrued expenditures (and receipts) total $184.8 million and are based upon the latest projections of capital project activity. Lower reimbursements in 2012 are primarily attributable to: the full impact of the reduction of 23 reimbursable administrative positions initiated in September of 2011 ($3.5 million), completion of the 525 North Broadway and NHL Concrete Tie projects in 2011; the winding down of the Danbury Branch Signal System; and scope reduction/completion of M-4 Mid-Life Remanufacture in 2011.
- 2013 accrued expenditures (and receipts) total $188.0 million and are based upon the latest projections of capital project activity. Higher reimbursements in 2013 are primarily attributable to the impact of inflation for agreement labor and associated overhead offset by the continued winding down of the Danbury Branch Signal System.
- 2014-2015 accrued expenditures (and receipts) are based on a continuation of 2013 project cost levels adjusted for the impact of inflation.

Cash

- 2011 includes adjustments for receipt timing differences. In addition, 2011-2015 includes cash adjustments to MTA and CDOT receipts for reimbursable portion of GASB contribution.

PAYROLL

Non-Reimbursable

Management Labor

- After two-years of wage freezes, Non-Agreement salaries include provisions for cost of living increases in 2011-2015 of 2.23%, 2.20%, 1.97%, 1.91% and 1.85% respectively.
- 2011 forecast includes staff changes reflecting the transfer of five additional positions to the BSC (non-reimbursable cost reduction of $0.2 million; reimbursable cost reduction of $0.2 million), and the rescheduling of positions required to support M-8 cars and the Conductor Certification Program.
- 2012 includes the cost to staff the GCT Fire Brigade ($0.5 million), the Conductor Certification program ($0.5 million), and additional employee training efforts ($0.1 million). 2012 also includes the partial year cost for servicing new M-8 cars ($0.2 million).

Agreement Labor

- Agreement wages include a negotiated salary increase of 3.0% spanning January 2009 through July 15, 2010. For July 16, 2010 through July 15, 2012 no increases in wages are assumed. For 2012–2015 increases are applied starting July 16 of each year at annual rates of 2.20% in 2012, 1.97% in 2013, 1.91% 2014, and 1.85% in 2015.
- 2012 includes the full year cost increment for the Conductor Certification Program ($1.5 million).
- 2012-2015 includes Agreement, staffing costs for servicing of the new M-8 cars ($1.7 million in 2012, $2.1 million in 2013, $1.2 million in 2014 and $0.6 million in 2015).
- 2012-2013 includes staffing costs to support the M-4/M-6 CSR Program of $.6 million, and $2.2 million respectively (these costs are removed from the financial plan by 2015 when the project is completed).
- 2012-2015 includes additional T&E staffing for new service ($1.9 million in 2012, $1.0 million in 2013, $1.1 million in 2014 and $1.2 million in 2015).

Reimbursable

- Annual cost of living increases and wage contract increases for agreement employees follow the same rate assumptions as the non-reimbursable costs noted above.
- 2011 includes the impact of the 15% reduction in reimbursable administrative positions (23 positions starting September 2011, $1.1 million in 2011; full year savings of $3.5 million in 2012).

Cash

- 2011-2015 cash adjustments include timing differences, retirement payments, an Agreement employee allowance, and employee contribution to health care coverage.

OVERTIME

Non-Reimbursable

- Overtime follows the same inflation rate assumptions as the Agreement Payroll increases noted above.
- The 2011 Forecast is $2.1 million higher than the Adopted Budget due to the impact of adverse weather conditions during the first quarter of 2011.
- 2012 incorporates T&E overtime savings of $0.9 million associated with the Hours of Service Compliance program and a $0.3 million reduction in OTE overtime requirements related to the new M-8 car fleet.

Reimbursable

- Annual cost of living increases and wage contract increases for Agreement employees follow the same rate assumptions as the non-reimbursable costs noted above.

HEALTH AND WELFARE

Non-Reimbursable and Reimbursable

- 2011 Forecast reflects revised net premium rate increases for the NYS Empire Plan for employees with family coverage of 12.3% and for individual coverage of 12.6%.
- 2012-2015 include estimated annual premium increases for NYS Empire Plan health care and insurance premiums of 14.6% in 2012 and 8.6 % for 2013-2015.

Cash

- 2011-2015 cash adjustments include current and former management employee contributions toward health insurance costs.

OPEB CURRENT PAYMENT (GASB 45)

Non-Reimbursable

- Other Post Employment Benefit (OPEB) current payments reflect Metro-North's estimated annual cost of health care for current retirees. The estimated annual costs for 2012-2015 are $16.0 million in 2012, $17.0 million in 2013, and $18.0 million in 2014, and $18.5 million in 2015.

PENSIONS

Non-Reimbursable and Reimbursable

- The 2011-2015 Pension costs have been increased by $7.0 million to reflect projected plan performance shortfalls based on the updated actuarial estimates.
- The 2011-2015 pension costs represent the inclusion of all non–represented and most represented Metro-North employees in the MTA Defined Benefit Plan (DB Plan). Those employees not in the DB Plan are participants in the

MTA 401K Plan. Metro-North's projected share of the incremental funding requirements for the DB Plan is based on draft projections prepared by actuarial consultants.

OTHER FRINGE BENEFITS

Non-Reimbursable

- Railroad Retirement tax rates for Tier I and II remain constant for 2012-2015 at 7.65% and 12.1%, respectively.
- Maximum earnings level for Tier I is estimated at $110,700 in 2012, $114,900 in 2013, $119,700 in 2014, and 125,700 in 2015.
- Maximum earnings level for Tier II is estimated at $82,200 in 2012, $85,200 2013, $89,100 in 2014, $93,300 in 2014, and $98,100 in 2015.
- Other cost adjustments reflect inflationary salary increases and changes in staffing levels.

Reimbursable

- Railroad Retirement tax rates and earnings maximums follow the same assumptions as the non-reimbursable costs noted above.

Cash

- 2011-2015 adjustments include differences between expense accruals and cash disbursements.

GASB ACCOUNT

Cash

- 2011-2015 includes cash expenditures to fund a contribution to a special GASB 45 (Government Accounting Standards Board) fund earmarked for post-retirement liabilities for "Other than Pension Employee Benefits" (healthcare costs). 2011 forecast reflects prepayment of the 2011 liability in 2010 ($7.2 million).

REIMBURSABLE OVERHEAD

Non-Reimbursable

- Overhead Cost Recoveries are derived from Reimbursable Project Estimates and include the impact of the 15% reimbursable administrative position reduction.

Reimbursable

- Overhead costs for 2011 are based on a percentage share of direct labor costs charged to reimbursable projects. 2012-2015 overhead costs are based on the continuation of 2011 forecast levels, adjusted for inflation-based increases in labor costs.
- Material handling and equipment recovery increases are predicated on CPI-based inflation rates.

TRACTION AND PROPULSION POWER

Non-Reimbursable

- 2011-2015 incorporates the net effect of new service and the cost changes associated with the integration of new M-8 cars into New Haven Line service, offset by the gradual retirement of the M-2, M-4 and M-6 car fleets.
- 2011 forecasted prices are estimated at a 5.9% increase vs. 2010 as compared to the budgeted growth rate of 6.7%.
- 2012-2015 costs reflect annual increases of 6.9% in 2012, 9.4% in 2013, 10.9% in 2014, and 10.9 % in 2015.

FUEL FOR BUSES AND TRAINS

Non-Reimbursable

- 2011 Mid-Year Forecast reflects significant price increases vs. budget estimates (33.3% price increase in 2011 as compared to 3.2% increase included in the 2011 Adopted Budget).
- 2012-2015 prices are projected to increase by 1.6% in 2012, 2.3% in 2013, decline by 0.39% in 2014, and increase by 0.83% in 2015.

INSURANCE

Non-Reimbursable and Reimbursable

- Increases in 2011-2014 reflect revised insurance premium estimates.

Cash

- 2011-2015 reflects increase in force account payments as well as All-Agency insurance costs. 2011-2015 also includes the difference between expense accruals and cash payments.

CLAIMS

Non-Reimbursable

- 2011 - 2015 reflect current claims trends.

The Remaining Non-Reimbursable Cost Categories, other than Material & Supplies, were inflated by CPI Increases in 2012-2015 of 1.95%, 2.04%, 2.22%, and 2.13% respectively.

MAINTENANCE AND OTHER CONTRACTS

Non-Reimbursable

- 2011 includes rehabilitation costs for the protective fender system surrounding the Harlem River Lift Bridge ($3.4 million). The structural integrity to this only artery into and out of GCT could be compromised by a collision from a ship or

barge if the bridge is unprotected which could cause service disruptions or the suspension of service. This initiative is eliminated in 2012.

- Incorporated into 2011 are costs for GCT Water Tank repairs ($1.0 million) and other repair/improvement projects ($1.7 million), which include upgrades to the GCT Tour Center, repair costs for the Cortlandt and Poughkeepsie stations, and energy conservation upgrades (these projects are eliminated in 2012).
- 2012 includes the cost of installing and maintaining the GPS Vehicle Tracking System for $1.0 million (transferred from 2011). The cost of the system is removed in 2013 ($0.7 million).
- 2012-2013 includes fluctuating costs for East and West of Hudson locomotive overhauls as work is performed or completed. In 2012, these costs increase by $2.9 million due to change in delivery schedules and two additional West of Hudson locomotives being overhauled. In 2013, all locomotive overhauls are completed resulting in an $11.2 million reduction in costs.
- 2011–2015 incorporates lower West of Hudson subsidy payments of $2.0 million in 2011, $1.2 million in 2012, $2.3 million in 2013, $1.3 million in 2014, and $0.6 million in 2015, due to lower contract cost escalations, reductions in service enhancements, and lower fare hold-down payments.
- 2011-2013 includes equipment disposal costs primarily for M-2, M-4, and M-6 cars of $0.3 million, $1.5 million, and $1.0 million respectively.
- In 2014 and 2015 disposal costs are reduced by $1.4 million.

Reimbursable

- CPI increases in 2012-2015 follow the same pattern as non-reimbursable costs noted above.
- In 2012, decreased expenditures reflect: the winding down of the Danbury Branch Signal System; scope reduction/completion of the M-4 Mid Life Overhaul in 2011; and completion of NHL Concrete Tie project in 2011;
- 2013-2015 estimates reflect the continuation of 2012 proper activity levels adjusted for inflation.

Cash

- 2011- 2015 cash adjustments include the elimination of non-cash GASB 49 environmental accruals and payment of 2010 accruals due to the BSC conversion. 2011-2015 also includes reclassifications of Amtrak and other railroad reimbursements and revenue offsets for GCT revenue funded projects. 2011-2015 also includes payments on behalf of CDOT for station facilities and the MTA for utilities.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2012 includes a lower NHL share of the BSC costs ($1.2 million).

Reimbursable

- In 2012, the levels are consistent with 2011 projections adjusted for the impact of inflation. The minor decrease in 2013 reflects several project cost

refinements. In 2014-2015, levels are consistent with 2013 projections adjusted for the impact of inflation.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2012-2015 costs were inflated based on the Chained Price Index for Industrial Building Materials (6.22% in 2012, 5.18% in 2013, 5.33% in 2014, and 4.75% in 2015).
- 2011 includes the cost to purchase new Snow Melter Cabinets ($1.7 million) and office space renovation materials ($0.6 million) that are offset by lower NHL Equipment Plan costs due to scheduling changes in new M-8 car deliveries ($1.7 million).
- 2011 includes the purchase of snow fighting equipment ($1.8 million) which will improve the ability to meet service requirements during snow storms by keeping the infrastructure open and free of snow and improving the clearing of snow and ice from the catenary powered electric car fleet.
- 2012 includes additional material expenditures for new M-8 car spare parts ($5.9 million), the M-7 Seat Change-Out program ($2.4 million), and the M-3 Door Modification program ($0.9 million), partially offset by lower cost for the NHL Equipment Replacement Plan ($4.0 million) and the elimination of 2011 costs for the purchase of Snow Melter Cabinets ($1.7 million).
- 2013 includes additional material costs for the M-4/-M-6 CSR program ($6.9 million) and the M-7 Seat Change-Out program ($2.4 million), partially offset by reductions in expenditures for M8 car spare parts ($2.6 million), elimination of the M-3 Door Modification Program ($0.9 million), and lower costs for the NHL Equipment Replacement Plan ($3.1 million).
- 2014 includes the winding down of M-8 car spare parts purchases ($2.9 million), partially offset by higher NHL Equipment Replacement Plan costs ($1.6 million).

Reimbursable

- CPI increases in 2012-2015 follow the same assumptions as non-reimbursable costs noted above.
- In 2012, the decrease is primarily attributable to: the completion of the 525 North Broadway and NHL Concrete Tie projects in 2011; the winding down of the Danbury Branch Signal System project; and the scope reduction/completion of M-4 Mid-Life Remanufacture in 2011. In 2013, the reduction reflects the completion of the Danbury Branch Signal System project.
- 2014-2015, levels are consistent with 2013 projections adjusted for the impact of inflation.

Cash

- Cash adjustments reflect differences between expense accruals and cash requirements:

- 2011-2015 includes decreases to cash requirements due to ongoing reductions in material consumption ($2.9 million in 2011; $2.4 million 2012-2015).
- 2011-2015 includes adjustment for obsolete material reserve ($0.6 million per year).

OTHER BUSINESS EXPENSES

Non-Reimbursable
- 2011 includes the tri-annual cost requirement of providing winter gear to agreement employees that is eliminated in 2012 and reinstated in 2014.

Reimbursable
- CPI increases in 2011-2014 follow the same assumptions as non-reimbursable costs noted above.

Cash
- 2011-2015 cash adjustments include payments for receipt of MetroCards, Westchester County bus fares, special promotions, and employee health club memberships, partially offset by the reclassification of credit card fees as an offset to Farebox Revenue, and safety shoe and tool allowance to the Payroll category.

DEPRECIATION

Non-Reimbursable
- 2011-2015 includes provisions for changes in Metro-North's capital assets.

OPEB OBLIGATION (GASB 45)

Non-Reimbursable
- 2011-2015 costs reflect the recognition of the liability for Post Retirement Benefits (healthcare costs) for future retirees.

ENVIRONMENTAL REMEDIATION (GASB 49)

Non-Reimbursable
- 2011-2015 costs reflect the estimated liability for pollution remediation costs associated with capital projects.

MTA METRO-NORTH RAILROAD
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$566.970	$579.793	$12.823	$593.042	$13.250	$607.344	$14.302	$620.908	$13.564
Vehicle Toll Revenue									
Other Operating Revenue	43.874	45.694	$1.820	46.540	$0.846	48.062	$1.522	49.814	$1.752
Capital and Other Reimbursements									
Total Revenue	**$610.843**	**$625.487**	**$14.643**	**$639.583**	**$14.096**	**$655.406**	**$15.823**	**$670.722**	**$15.316**
Expenses									
Labor:									
Payroll	$392.243	$405.507	($13.264)	$419.378	($13.871)	$429.983	($10.605)	$438.761	($8.778)
Overtime	55.168	52.698	2.470	53.491	(0.793)	54.530	(1.039)	55.558	(1.028)
Health and Welfare	81.331	95.814	(14.483)	115.928	(20.114)	128.566	(12.638)	142.824	(14.258)
OPEB Current Payment	15.250	16.000	(0.750)	17.000	(1.000)	18.000	(1.000)	18.500	(0.500)
Pensions	53.838	63.635	(9.797)	66.067	(2.432)	67.680	(1.613)	70.213	(2.533)
Other Fringe Benefits	80.531	82.893	(2.362)	86.444	(3.551)	89.183	(2.738)	91.691	(2.509)
Reimbursable Overhead	(37.212)	(37.376)	0.164	(38.143)	0.767	(38.885)	0.742	(39.617)	0.732
Total Labor Expenses	**$641.149**	**$679.170**	**($38.021)**	**$720.165**	**($40.995)**	**$749.057**	**($28.892)**	**$777.930**	**($28.873)**
Non-Labor:									
Traction and Propulsion Power	64.997	71.974	($6.977)	81.949	($9.975)	92.129	($10.180)	103.566	($11.437)
Fuel for Buses and Trains	24.981	26.074	(1.093)	27.112	(1.038)	27.074	0.038	27.551	(0.477)
Insurance	10.248	12.122	(1.874)	13.208	(1.086)	14.418	(1.210)	15.751	(1.333)
Claims	10.000	11.000	(1.000)	11.000	0.000	11.000	0.000	11.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	106.870	102.216	4.654	95.309	6.907	97.718	(2.409)	99.207	(1.489)
Professional Service Contracts	36.723	35.571	1.152	36.497	(0.926)	36.906	(0.409)	37.276	(0.370)
Materials & Supplies	92.567	95.011	(2.444)	105.412	(10.401)	109.000	(3.588)	104.848	4.152
Other Business Expenses	15.944	16.195	(0.251)	16.511	(0.316)	17.380	(0.869)	17.177	0.204
Total Non-Labor Expenses	**$362.330**	**$370.163**	**($7.833)**	**$386.998**	**($16.835)**	**$405.625**	**($18.627)**	**$416.376**	**($10.750)**
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjs.	**$1,003.479**	**$1,049.333**	**($45.854)**	**$1,107.163**	**($57.830)**	**$1,154.682**	**($47.519)**	**$1,194.305**	**($39.623)**
Depreciation	218.686	223.376	(4.690)	232.116	(8.740)	243.736	(11.620)	256.136	(12.400)
OPEB Obligation	56.275	59.997	(3.722)	63.963	(3.966)	68.189	(4.226)	72.337	(4.148)
Environmental Remediation	6.527	6.723	(0.196)	6.924	(0.202)	7.132	(0.208)	7.346	(0.214)
Total Expenses	**$1,284.967**	**$1,339.429**	**($54.462)**	**$1,410.166**	**($70.738)**	**$1,473.739**	**($63.573)**	**$1,530.125**	**($56.385)**
Baseline Net Surplus/(Deficit)	**($674.124)**	**($713.942)**	**($39.818)**	**($770.583)**	**($56.642)**	**($818.333)**	**($47.750)**	**($859.403)**	**($41.070)**

MTA METRO-NORTH RAILROAD
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	188.495	184.829	(3.666)	187.953	3.124	192.681	4.728	198.860	6.179
Total Revenue	**$188.495**	**$184.829**	**($3.666)**	**$187.953**	**$3.124**	**$192.681**	**$4.728**	**$198.860**	**$6.179**
Expenses									
Labor:									
Payroll	$44.027	$43.503	0.524	$44.390	($0.887)	$45.245	($0.855)	$46.090	($0.845)
Overtime	15.116	15.268	(0.152)	15.588	(0.320)	15.890	(0.302)	16.189	(0.299)
Health and Welfare	11.089	13.169	(2.080)	15.538	(2.369)	17.163	(1.625)	18.908	(1.745)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	5.969	8.334	(2.365)	9.927	(1.593)	8.806	1.121	9.132	(0.326)
Other Fringe Benefits	10.214	9.960	0.254	10.263	(0.303)	10.538	(0.275)	10.821	(0.283)
Reimbursable Overhead	36.730	36.797	(0.067)	37.550	(0.753)	38.280	(0.730)	39.001	(0.721)
Total Labor Expenses	**$123.145**	**$127.031**	**($3.886)**	**$133.256**	**($6.225)**	**$135.922**	**($2.666)**	**$140.141**	**($4.219)**
Non-Labor:									
Traction and Propulsion Power	$0.000	$0.000	0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.007	4.060	(0.053)	4.143	(0.083)	4.223	(0.080)	4.302	(0.079)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	24.978	19.421	5.557	19.817	(0.396)	20.257	(0.440)	20.688	(0.431)
Professional Service Contracts	4.331	4.497	(0.166)	3.568	0.929	3.647	(0.079)	3.725	(0.078)
Materials & Supplies	32.459	30.253	2.206	27.611	2.642	29.084	(1.473)	30.465	(1.381)
Other Business Expenses	(0.425)	(0.433)	0.008	(0.442)	0.009	(0.452)	0.010	(0.461)	0.009
Total Non-Labor Expenses	**$65.350**	**$57.798**	**$7.552**	**$54.697**	**$3.101**	**$56.759**	**($2.062)**	**$58.719**	**($1.960)**
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$188.495**	**$184.829**	**$3.666**	**$187.953**	**($3.124)**	**$192.681**	**($4.728)**	**$198.860**	**($6.179)**
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$188.495**	**$184.829**	**$3.666**	**$187.953**	**($3.124)**	**$192.681**	**($4.728)**	**$198.860**	**($6.179)**
Baseline Net Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**($0.000)**	**$0.000**	**$0.000**

MTA METRO-NORTH RAILROAD
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$566.970	$579.793	$12.823	$593.042	$13.250	$607.344	$14.302	$620.908	$13.564
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	43.874	45.694	1.820	46.540	0.846	48.062	1.522	49.814	1.752
Capital and Other Reimbursements	188.495	184.829	(3.666)	187.953	3.124	192.681	4.728	198.860	6.179
Total Revenue	**$799.338**	**$810.316**	**$10.977**	**$827.536**	**$17.220**	**$848.087**	**$20.551**	**$869.582**	**$21.495**
Expenses									
Labor:									
Payroll	$436.270	$449.010	($12.740)	$463.768	($14.758)	$475.228	($11.460)	$484.851	($9.623)
Overtime	70.284	67.966	2.318	69.079	(1.113)	70.420	(1.341)	71.747	(1.327)
Health and Welfare	92.420	108.983	(16.563)	131.466	(22.483)	145.729	(14.263)	161.732	(16.003)
OPEB Current Payment	15.250	16.000	(0.750)	17.000	(1.000)	18.000	(1.000)	18.500	(0.500)
Pensions	59.807	71.969	(12.162)	75.994	(4.025)	76.486	(0.492)	79.345	(2.859)
Other Fringe Benefits	90.745	92.853	(2.108)	96.707	(3.854)	99.721	(3.013)	102.512	(2.792)
Reimbursable Overhead	(0.482)	(0.579)	0.097	(0.593)	0.014	(0.605)	0.012	(0.616)	0.011
Total Labor Expenses	**$764.294**	**$806.201**	**($41.907)**	**$853.421**	**($47.220)**	**$884.979**	**($31.558)**	**$918.071**	**($33.092)**
Non-Labor:									
Traction and Propulsion Power	$64.997	$71.974	($6.977)	$81.949	($9.975)	$92.129	($10.180)	$103.566	($11.437)
Fuel for Buses and Trains	24.981	26.074	(1.093)	27.112	(1.038)	27.074	0.038	27.551	(0.477)
Insurance	14.255	16.182	(1.927)	17.351	(1.169)	18.641	(1.290)	20.053	(1.412)
Claims	10.000	11.000	(1.000)	11.000	0.000	11.000	0.000	11.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	131.848	121.637	10.211	115.126	6.511	117.975	(2.849)	119.895	(1.920)
Professional Service Contracts	41.054	40.068	0.986	40.065	0.003	40.553	(0.488)	41.001	(0.448)
Materials & Supplies	125.026	125.264	(0.238)	133.023	(7.759)	138.084	(5.061)	135.313	2.771
Other Business Expenses	15.519	15.762	(0.243)	16.069	(0.307)	16.928	(0.859)	16.716	0.213
Total Non-Labor Expenses	**$427.680**	**$427.961**	**($0.281)**	**$441.695**	**($13.734)**	**$462.384**	**($20.689)**	**$475.095**	**($12.710)**
Other Expenses Adjustments:	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$1,191.974**	**$1,234.162**	**($42.188)**	**$1,295.116**	**($60.954)**	**$1,347.363**	**($52.247)**	**$1,393.165**	**($45.802)**
Depreciation	$218.686	$223.376	(4.690)	$232.116	($8.740)	$243.736	($11.620)	$256.136	($12.400)
OPEB Obligation	56.275	59.997	(3.722)	63.963	(3.966)	68.189	(4.226)	72.337	(4.148)
Environmental Remediation	6.527	6.723	(0.196)	6.924	(0.202)	7.132	(0.208)	7.346	(0.214)
Total Expenses	**$1,473.462**	**$1,524.258**	**($50.796)**	**$1,598.119**	**($73.862)**	**$1,666.420**	**($68.301)**	**$1,728.985**	**($62.564)**
Baseline Net Surplus/(Deficit)	**($674.124)**	**($713.942)**	**($39.818)**	**($770.583)**	**($56.642)**	**($818.333)**	**($47.750)**	**($859.403)**	**($41.070)**

MTA METRO-NORTH RAILROAD
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Cash Basis
($ in millions)

Cash Receipts & Expenditures

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Receipts									
Farebox Revenue	$573.644	$587.093	$13.449	$600.442	$13.349	$615.194	$14.752	$628.908	$13.714
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	66.500	69.304	2.804	71.611	2.307	72.768	1.157	74.585	1.817
Capital and Other Reimbursements	180.743	188.874	8.131	187.625	(1.249)	192.064	4.439	199.233	7.169
Total Receipts	**$820.887**	**$845.271**	**$24.384**	**$859.678**	**$14.407**	**$880.026**	**$20.348**	**$902.726**	**$22.700**
Expenditures									
Labor:									
Payroll	$434.242	$451.728	($17.486)	$462.789	($11.062)	$482.074	($19.285)	$482.877	($0.803)
Overtime	70.155	68.803	1.352	68.948	(0.144)	72.349	(3.401)	71.602	0.747
Health and Welfare	95.848	111.974	(16.126)	135.372	(23.398)	149.978	(14.606)	166.078	(16.100)
OPEB Current Payment	15.250	16.000	(0.750)	17.000	(1.000)	18.000	(1.000)	18.500	(0.500)
Pensions	59.937	72.122	(12.185)	76.186	(4.064)	76.651	(0.465)	79.516	(2.865)
Other Fringe Benefits	90.641	93.967	(3.326)	97.070	(3.103)	101.524	(4.454)	102.149	(0.625)
GASB Account	0.000	8.746	(8.746)	9.607	(0.861)	10.512	(0.905)	11.229	(0.717)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.550	(0.550)	0.550	0.000
Total Labor Expenditures	**$766.073**	**$823.340**	**($57.267)**	**$866.972**	**($43.632)**	**$911.638**	**($44.666)**	**$932.501**	**($20.863)**
Non-Labor:									
Traction and Propulsion Power	$64.997	$71.974	($6.977)	$81.949	($9.975)	$92.129	($10.180)	$103.566	($11.437)
Fuel for Buses and Trains	24.981	26.074	(1.093)	27.112	(1.038)	27.074	0.038	27.551	(0.477)
Insurance	14.425	16.006	(1.581)	17.187	(1.181)	19.659	(2.472)	19.880	(0.221)
Claims	10.146	11.146	(1.000)	11.146	0.000	11.146	0.000	11.146	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	160.905	147.323	13.582	140.958	6.365	145.748	(4.790)	146.204	(0.456)
Professional Service Contracts	42.942	42.186	0.756	42.268	(0.082)	42.692	(0.424)	43.077	(0.385)
Materials & Supplies	128.975	133.127	(4.152)	141.676	(8.549)	146.794	(5.118)	144.043	2.751
Other Business Expenses	23.617	24.114	(0.497)	24.669	(0.555)	25.951	(1.282)	25.836	0.115
Total Non-Labor Expenditures	**$470.988**	**$471.950**	**($0.962)**	**$486.965**	**($15.015)**	**$511.193**	**($24.228)**	**$521.303**	**($10.110)**
Other Expenditure Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditures	**$1,237.061**	**$1,295.290**	**($58.229)**	**$1,353.937**	**($58.647)**	**$1,422.831**	**($68.894)**	**$1,453.804**	**($30.973)**
Baseline Net Cash Deficit	**($416.174)**	**($450.019)**	**($33.845)**	**($494.259)**	**($44.240)**	**($542.805)**	**($48.546)**	**($551.078)**	**($8.273)**
Subsidies									
MTA	($321.308)	($341.059)	($19.751)	($368.877)	($27.818)	($407.881)	($39.004)	($411.976)	($4.095)
CDOT	(94.866)	(108.960)	(14.094)	(125.382)	(16.422)	(134.924)	(9.542)	(139.102)	(4.178)
Total Subsidies	**($416.174)**	**($450.019)**	**($33.845)**	**($494.259)**	**($44.240)**	**($542.805)**	**($48.546)**	**($551.078)**	**($8.273)**

MTA METRO-NORTH RAILROAD
2012 Preliminary Budget
July Financial Plan 2012-2015
Summary of Major Plan-to-Plan Changes

Revisions to Metro-North's financial plan for the 2011-2015 periods reflect adjustments resulting from evolving economic conditions, changing cost assumptions and resource allocations, as well as the impact of recently implemented cost reduction plans.

2011: JULY FINANCIAL PLAN vs. FEBRUARY FINANCIAL PLAN

The 2011 Mid-Year Forecast subsidy requirement of $416.2 million for non-reimbursable operations is $2.5 million lower than the 2011 Adopted Budget. This result reflects $4.9 million in higher revenues offset by $2.4 million in higher cash expenditures. Operating revenues of $610.8 million reflect passenger revenues of $567.0 million that are $4.1 million higher than the Adopted Budget due to higher ridership (0.6% increase vs. the Adopted Budget and 1.3% vs. 2010) and $43.9 million in non-passenger revenues that are $0.8 million favorable to budget due to higher GCT retail proceeds and outlying station revenue. Non-reimbursable operating expenses of $1,285.0 million reflect the impact of severe winter storms which required extraordinary expenditures in overtime and material costs to clear snow and ice from stations, facilities, and the right-of-way, and repair storm-damaged New Haven Line electric cars. 2011 expenses also include the rising cost of diesel fuel, higher pension contribution requirements and lover overhead recovery. These increases were partially offset by lower labor costs due to vacancies, additional position transfers to the BSC, lower train crew staffing requirements for Hours of Service coverage, and the rescheduling of train service changes. Other favorable expense changes include lower subsidy requirements for West of Hudson service, the re-estimate of expenses related to the M-8 car acquisitions and non-cash accrual adjustments for depreciation and environmental remediation.

The 2011 Mid-Year Reimbursable revenue and expense projections total $188.5 million which is $22.9 million lower than the 2011 Adopted Budget. This reduction reflects the impact of an MTA-wide 15% reimbursable administrative position reduction that resulted in the elimination of 23 reimbursable positions beginning in September 2011 ($1.1 million), scope reduction of the M-4 CSR project, a decrease in funding requirements for ferry service projects, and the rescheduling of projects due to the impact of adverse weather conditions in the first quarter of 2011.

2012: JULY FINANCIAL PLAN vs. FEBRUARY FINANCIAL PLAN

The 2012 Preliminary Budget subsidy requirement of $450.0 million is $17.4 million higher than the February Financial Plan. This reflects a $2.1 million increase in revenues primarily driven by an increase in non-passenger revenue from GCT retail operations, and cash expenditures that are $19.5 million higher than the February Financial Plan. Expense increases are primarily due to higher costs for employee healthcare premiums, pension contributions, the rising cost of diesel fuel and increased material requirements related to new M-8 cars. These increases are offset by lower electric traction power costs.

Reimbursable project costs (and receipts) for 2012 are $21.0 million lower than the February Plan and essentially reflect a continuation of new baseline project levels from 2011 and selected minor project cost and scheduling refinements including the full impact of the 15% reimbursable administrative position reduction (23 positions, $3.5 million).

2013 - 2014: JULY FINANCIAL PLAN vs. FEBRUARY FINANCIAL PLAN

The 2013-2014 July Financial Plan subsidy requirements are higher than the February Financial Plan by $18.0 million in 2013 and $20.5 million in 2014. Revenue changes reflect higher farebox revenues in 2013-2014 as the regional economy improves and M-8 cars are fully in service, and the continuation of higher GCT retail revenues. Expense projections also reflect the continuation of higher costs for employee healthcare premiums, pension contributions, the rising cost of diesel fuel and increased material requirements related to new M-8 cars. These increases are partially offset by lower electric traction power costs and lower contract service costs due to the completion of locomotive overhaul programs and a lower M-2 car disposal costs.

Reimbursable project costs (and receipts) for 2013-2014 compared to the February Plan are lower by $20.0 million in 2013, and by $21.7 million in 2014 reflecting a continuation of new baseline project levels from 2012, select minor project cost and scheduling refinements plus the impact of the 15% reimbursable administrative position reduction in the out-years.

MTA METRO-NORTH RAILROAD
July Financial Plan 2012 - 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

NON-REIMBURSABLE

	2011	2012	2013	2014
2011 February Financial Plan Baseline - Operating Cash Income/(Deficit)	**($418.722)**	**($432.649)**	**($476.244)**	**($522.340)**
Baseline Changes				
Revenue				
Farebox Revenue	$4.087	($0.049)	($0.371)	$3.145
Vehicle Toll Revenue	0.000	0.000	0.000	0.000
Other Operating Revenue	0.780	2.189	1.413	1.511
Capital and Other Reimbursement	0.000	0.000	0.000	0.000
Total Revenue Changes	**$4.866**	**$2.141**	**$1.043**	**$4.656**
Expenses				
Labor:				
Payroll	$2.653	($0.111)	$0.933	$1.055
Overtime	(2.065)	(0.006)	(0.007)	(0.007)
Health and Welfare	4.215	(2.398)	(6.053)	(8.761)
OPEB Current Payment	(4.783)	(4.647)	(4.688)	(4.649)
Pensions	(6.999)	(6.652)	(7.073)	(6.971)
Other Fringe Benefits	0.218	0.221	0.397	0.427
Reimbursable Overhead	0.306	0.220	0.737	1.229
Total Labor Expense Changes	**($6.454)**	**($13.373)**	**($15.754)**	**($17.677)**
Non-Labor:				
Traction and Propulsion Power	$3.760	$8.262	$6.276	$3.221
Fuel for Buses and Trains	(7.689)	(7.647)	(7.564)	(6.839)
Insurance	1.702	0.873	1.054	1.192
Claims	1.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(2.965)	0.259	4.876	3.784
Professional Service Contracts	0.275	0.496	0.057	0.700
Materials & Supplies	(5.259)	(4.800)	(5.949)	(4.198)
Other Business Expenses	0.249	(0.168)	(0.114)	(0.042)
Total Non-Labor Expense Changes	**($8.927)**	**($2.725)**	**($1.364)**	**($2.182)**
Total Expenses before Depreciation and GASB Adjustments	**($15.381)**	**($16.098)**	**($17.117)**	**($19.859)**
Depreciation	$26.376	$26.686	$27.946	$19.326
OPEB Obligation	0.000	0.000	0.000	0.000
Environmental Remediation	1.473	1.517	1.563	1.610
Total Expense Changes	**$12.468**	**$12.106**	**$12.391**	**$1.077**
Cash Conversion Adjustment Changes				
Depreciation	($26.376)	($26.686)	($27.946)	($19.326)
Operating/Capital	(1.115)	0.000	0.000	0.000
Other Cash Adjustments	12.706	(4.929)	(3.503)	(6.872)
Total Cash Conversion Adjustments	**($14.785)**	**($31.615)**	**($31.449)**	**($26.198)**
Total Baseline Changes	**$2.549**	**($17.369)**	**($18.015)**	**($20.465)**
2011 July Financial Plan Baseline-Operating Cash Income/(Deficit)	**($416.173)**	**($450.018)**	**($494.259)**	**($542.805)**

MTA METRO-NORTH RAILROAD
July Financial Plan 2012 - 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

REIMBURSABLE

	2011	2012	2013	2014
2011 February Financial Plan Baseline - Operating Cash Income/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Changes				
Revenue				
Farebox Revenue	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	(22.929)	(21.050)	(20.039)	(21.715)
Total Revenue Changes	**($22.929)**	**($21.050)**	**($20.039)**	**($21.715)**
Expenses				
Labor:				
Payroll	$3.482	$4.727	$4.824	$4.917
Overtime	4.135	4.176	4.264	4.346
Health and Welfare	2.077	1.041	0.857	0.697
OPEB Current Payment	0.000	0.000	0.000	0.000
Pensions	1.072	0.140	(1.247)	0.096
Other Fringe Benefits	0.996	1.462	1.497	1.539
Reimbursable Overhead	3.000	3.503	3.575	3.642
Total Labor Expense Changes	**$14.761**	**$15.050**	**$13.771**	**$15.238**
Non-Labor:				
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000
Insurance	1.097	1.129	1.153	1.175
Claims	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.583	0.443	0.452	0.439
Professional Service Contracts	0.932	0.814	0.907	1.024
Materials & Supplies	3.827	2.871	2.999	3.064
Other Business Expenses	0.729	0.743	0.758	0.775
Total Non-Labor Expense Changes	**$8.168**	**$6.000**	**$6.269**	**$6.477**
Total Expense Changes	**$22.929**	**$21.050**	**$20.039**	**$21.715**
2011 July Financial Plan Baseline-Operating Cash Income/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA METRO-NORTH RAILROAD

July Financial Plan 2012 - 2015

Changes Between Financial Plans by Generic Categories

($ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2011	2012	2013	2014
2011 February Financial Plan Baseline - Operating Cash Income/(Deficit)	**($418.722)**	**($432.649)**	**($476.244)**	**($522.340)**
Baseline Changes				
Revenue				
Farebox Revenue	$4.087	($0.049)	($0.371)	$3.145
Vehicle Toll Revenue	0.000	0.000	0.000	0.000
Other Operating Revenue	0.780	2.189	1.413	1.511
Capital and Other Reimbursement	(22.929)	(21.050)	(20.039)	(21.715)
Total Revenue Changes	**($18.062)**	**($18.909)**	**($18.997)**	**($17.059)**
Expenses				
Labor:				
Payroll	$6.135	$4.616	$5.757	$5.972
Overtime	2.070	4.170	4.257	4.339
Health and Welfare	6.292	(1.358)	(5.196)	(8.064)
OPEB Current Payment	(4.783)	(4.647)	(4.688)	(4.649)
Pensions	(5.927)	(6.511)	(8.319)	(6.875)
Other Fringe Benefits	1.214	1.683	1.894	1.967
Reimbursable Overhead	3.306	3.723	4.312	4.871
Total Labor Expense Changes	**$8.306**	**$1.677**	**($1.983)**	**($2.439)**
Non-Labor:				
Traction and Propulsion Power	$3.760	$8.262	$6.276	$3.221
Fuel for Buses and Trains	(7.689)	(7.647)	(7.564)	(6.839)
Insurance	2.799	2.002	2.207	2.367
Claims	1.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(1.382)	0.702	5.328	4.223
Professional Service Contracts	1.207	1.310	0.964	1.724
Materials & Supplies	(1.432)	(1.929)	(2.950)	(1.134)
Other Business Expenses	0.978	0.575	0.645	0.733
Total Non-Labor Expense Changes	**($.759)**	**$3.275**	**$4.905**	**$4.295**
Total Expenses before Non-Cash Liability Adjs.	**$7.547**	**$4.952**	**$2.922**	**$1.856**
Depreciation	$26.376	$26.686	$27.946	$19.326
OPEB Obligation	0.000	0.000	0.000	0.000
Environmental Remediation	1.473	1.517	1.563	1.610
Total Expense Changes	**$35.396**	**$33.155**	**$32.430**	**$22.792**
Baseline Net Surplus/(Deficit) Changes	**$17.334**	**$14.246**	**$13.434**	**$5.733**
Cash Conversion Adjustment Changes				
Depreciation	($26.376)	($26.686)	($27.946)	($19.326)
Operating/Capital	(1.115)	0.000	0.000	0.000
Other Cash Adjustments	12.706	(4.929)	(3.503)	(6.872)
Total Cash Conversion Adjustments	**($14.785)**	**($31.615)**	**($31.449)**	**($26.198)**
Total Baseline Changes	**$2.549**	**($17.369)**	**($18.015)**	**($20.465)**
2011 July Financial Plan Baseline-Operating Cash Income/(Deficit)	**($416.173)**	**($450.018)**	**($494.259)**	**($542.805)**

MTA Metro-North Railroad
July Financial Plan 2012 - 2015
Summary of Major Programmatic Changes Between Financial Plans
($ In millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE	**2011**	**2012**	**2013**	**2014**
2011 February Financial Plan Baseline - Operating Cash Income/(Deficit)	***($418.722)***	***($432.649)***	***($476.244)***	***($522.340)***
NON-REIMBURSABLE MAJOR CHANGES				
Revenue				
FARE BOX REVENUE	$4.087	($0.049)	($0.371)	$3.145
NON PASSENGER REVENUE	0.780	2.189	1.413	1.511
Sub-Total Non-Reimbursable Revenue Changes	**$4.866**	**$2.141**	**$1.043**	**$4.656**
EXPENSES:				
NEW HAVEN - MAINTENANCE FACILITY SHOP	$1.761	$1.307	$0.964	$1.393
HARLEM RIVER LIFT BRIDGE FENDER REHABILITATION	(3.429)	0.000	0.000	0.000
GENESIS LOCOMOTIVE OVERHAUL	0.233	(4.042)	0.000	0.000
GPS VEHICLE TRACKING SYSTEM	1.000	(0.745)	0.000	0.000
W of H LOCOS OVERHAUL	0.000	(2.824)	0.000	0.000
CUSTOMER COMMUNICATION INFORMATION	(0.718)	0.000	0.000	0.000
SNOW FIGHTING EQUIPMENT	(1.850)	0.000	0.000	0.000
SERVICE PLAN 2011	3.257	1.180	1.692	1.692
SERVICE PLAN 2012	0.000	(1.607)	(2.142)	(2.142)
CONDUCTOR CERTIFICATION	0.259	0.000	0.000	0.000
W of H SUBSIDY CHANGE (INCLUDING SERVICE PLAN)	2.038	1.533	1.264	1.209
M3 DOOR MODIFCATION	0.000	(0.900)	0.000	0.000
OVERHEAD RECOVERY IMPACT FROM REIMBURSABLE RIF	(0.239)	(0.717)	(0.717)	(0.717)
TRACTION & PROPULSION	3.760	8.262	6.276	3.221
FUEL FOR BUSES & TRAINS	(7.689)	(7.647)	(7.564)	(6.839)
OTHER OPERATING CONTRACTS	(2.215)	2.737	4.778	3.852
HEALTH & WELFARE	(0.567)	(7.046)	(10.741)	(13.410)
PENSIONS	(6.999)	(6.652)	(7.073)	(6.971)
OVERTIME	(2.065)	(0.006)	(0.007)	(0.007)
DEPRECIATION	26.376	26.686	27.946	19.326
ALL OTHER	(0.445)	2.586	(2.285)	0.470
Sub-Total Non-Reimbursable Expense Changes	**$12.468**	**$12.105**	**$12.391**	**$1.077**
SUB-TOTAL NON REIMBURSABLE MAJOR CHANGES	**$17.334**	**$14.246**	**$13.434**	**$5.733**
REIMBURSABLE MAJOR CHANGES:				
REVENUE				
Projections for 2012-2015 assume capital project activity levels similar to 2011 MYF adjusted for the winding down/ completion of one-time projects active in 2011	($21.820)	($17.529)	($16.387)	($17.960)
15% Reduction in Reimbursable Administrative Workforce	(1.109)	(3.520)	(3.652)	(3.754)
SUB TOTAL REIMBURSABLE REVENUE CHANGES	($22.929)	($21.049)	($20.039)	($21.714)
EXPENSES:				
Projections for 2012-2015 assume capital project activity levels similar to 2011 MYF adjusted for the winding down/ completion of one-time projects active in 2011	$21.820	$17.529	$16.387	$17.960
15% Reduction in Reimbursable Administrative Workforce	1.109	3.520	3.652	3.754
SUB TOTAL REIMBURSABLE EXPENSES CHANGES	$22.929	$21.049	$20.039	$21.714
TOTAL REIMBURSABLE MAJOR CHANGES	**($.000)**	**$.000**	**($.000)**	**$.000**
TOTAL ACCRUAL CHANGES	**$17.334**	**$14.246**	**$13.434**	**$5.733**
Cash Adjustment Changes				
Insurance adjustment	$0.597	($0.134)	$0.406	($0.147)
GASB 49 - Environmental Accrual	(1.473)	(1.517)	(1.563)	(1.610)
Depreciation	(26.376)	(26.686)	(27.946)	(19.326)
GASB 45 - Other Post Retirement Benefit (Cash Payments)	7.325	0.000	0.000	0.000
Miscellaneous Cash Receipts	1.153	0.000	0.000	0.000
Increase Provision for Retiree Payouts	(0.600)	(0.400)	(2.700)	(3.000)
Other	4.589	(2.879)	0.353	(2.115)
TOTAL CASH ADJUSTMENT CHANGES	**($14.785)**	**($31.616)**	**($31.450)**	**($26.198)**
TOTAL BASE LINE CHANGES	**$2.549**	**($17.370)**	**($18.016)**	**($20.465)**
2011 JULY FINANCIAL PLAN BASELINE-OPERATING CASH INCOME/(DEFICIT)	***($416.173)***	***($450.019)***	***($494.260)***	***($542.805)***

MTA METRO-NORTH RAILROAD
2012 Preliminary Budget
July Financial Plan 2012-2015
Ridership/ (Utilization)

Ridership projections are developed primarily by the application of line segment ridership forecasting models that incorporate current trends and the impact of economic and demographic factors and government-supported mass transit initiatives. In addition, internal programs that affect service, customer awareness, and access to Metro-North are also incorporated into ridership forecasts.

The 2011 Mid-Year Forecast reflects East of Hudson service ridership that is 0.6% higher than the 2011 Adopted Budget and 1.3% higher than 2010 actual results, reflecting a gradually improving regional economy and growing employment. In 2012, 2013, 2014, and 2015, ridership is projected to grow 2.1%, 2.2%, 2.3% and 2.1% respectively, with growth occurring across the Harlem, Hudson and New Haven lines. Projections over this period assume no fare increases. In 2012-2015 efforts to promote ridership growth continue with increases in programmed service expansion, increased parking and advertising, as well as a resumption of modest regional employment growth.

West of Hudson utilization reflects 2011 customer levels that are 1.9% higher than 2010 actual results. In 2012, 2013, 2014 and 2015, West of Hudson ridership is projected to grow 1.8%, 2.5%, 2.7% and 2.0%, respectively. Growth rates during this period reflect the improvement in the economic climate, a resumption of customer growth in peak periods, and continued customer increases during off-peak periods on both the Port Jervis and Pascack Valley lines.

MTA Metro-North Railroad
July Financial Plan 2012 - 2015
Ridership (Utilization) *
(in millions)

	2010 Actual	2011 Mid -Year Forecast	2012 Preliminary Budget	2013	2014	2015
Ridership						
Harlem Line	26.231	26.309	26.917	27.513	28.212	28.929
Hudson Line	15.656	15.844	16.327	16.753	17.236	17.650
New Haven Line	37.324	38.081	38.677	39.456	40.227	40.903
Baseline Total Ridership	**79.211**	**80.234**	**81.921**	**83.722**	**85.674**	**87.483**
Farebox Revenue						
Harlem Line	$156.235	$172.093	$176.431	$180.560	$185.407	$190.442
Hudson Line	114.087	126.726	131.102	134.682	138.833	142.375
New Haven Line	255.608	267.067	271.155	276.665	281.937	286.900
West of Hudson Mail & Ride	0.892	1.084	1.105	1.135	1.167	1.191
Baseline Total Farebox Revenue	**$526.823**	**$566.970**	**$579.793**	**$593.042**	**$607.344**	**$620.908**

* Reflects East of Hudson Service

MTA Metro-North Railroad
July Financial Plan 2012-2015
2011 Budget Reduction Proposals (BRPs)
($ in millions)

		2011		2012		2013		2014		2015	
		Pos	Dollars	Pos	Dollars	Pos	Dollars	Pos	Dollars	Pos	Dollars
Administration											
		-	$0.000	-	$0.000	-	$0.000	-	$0.000	-	$0.000
		-	-	-	-	-	-	-	-	-	-
Sub-Total	**Administration**	-	$0.000	-	$0.000	-	$0.000	-	$0.000	-	$0.000
Customer Convenience/Amenities											
	East of Hudson Service	-	$0.670	-	$0.000	-	$0.000	-	$0.000	-	$0.000
	West of Hudson Service	-	$0.675	-	$0.000	-	$0.000	-	$0.000	-	$0.000
Sub-Total	**Customer Convenience/Amenities**	-	$1.345	-	$0.000	-	$0.000	-	$0.000	-	$0.000
Maintenance											
		-	$0.000	-	$0.000	-	$0.000	-	$0.000	-	$0.000
		-	-	-	-	-	-	-	-	-	-
Sub-Total	**Maintenance**	-	$0.000	-	$0.000	-	$0.000	-	$0.000	-	$0.000
Other											
	Payroll Savings from Hiring Delays (1st Quarter 2011)		$1.350		$0.000		$0.000		$0.000		$0.000
Sub-Total	**Other**	-	$1.350	-	$0.000	-	$0.000	-	$0.000	-	$0.000
Revenue											
		-	-	-	-	-	-	-	-	-	-
Sub-Total	**Revenue Enhancement**	-	$0.000	-	$0.000	-	$0.000	-	$0.000	-	$0.000
Safety											
	Safety										
Sub-Total		-	$0.000	-	$0.000	-	$0.000	-	$0.000	-	$0.000
Security											
Sub-Total	**Security**	-	$0.000	-	$0.000	-	$0.000	-	$0.000	-	$0.000
Service											
	None	-	$0.000	-	$0.000	-	$0.000	-	$0.000	-	$0.000
Sub-Total	**Service**	-	$0.000	-	$0.000	-	$0.000	-	$0.000	-	$0.000
Service Support											
Sub-Total	**Service Support**	-	$0.000	-	$0.000	-	$0.000	-	$0.000	-	$0.000
Total Programs		0	$2.695	0	$0.000	0	$0.000	0	$0.000	0	$0.000

MTA Metro-North Railroad
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Customer Convenience & Amenities**

Program: **East of Hudson Service**

Background Details:

Metro-North's 2011 Budget incorporated East of Hudson service additions starting in April 2011 to cover growing ridership. Service improvements included Upper Hudson and Harlem Line train service increases, lengthening trains to reduce crowded conditions

Program Description/Implementation Plan:

To reduce costs, these service improvements will be deferred to July 1st and mid-October, generating 2011 cost savings of $0.7 million.

Program Implementation Date: **4/2011** **When will savings begin?:** **4/2011**

Are these savings recurring?: **No**

Other Issues:

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.670**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Reduction in Positions Required:	**0**	**0**	**0**	**0**	**0**

MTA Metro-North Railroad
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Customer Convenience & Amenities**

Program: **West of Hudson Service**

Background Details:
The 2011 Budget included a provision to add Port Jervis Line late evening weekday outbound trains and weekday off-peak round trip service starting in April 2011.

Program Description/Implementation Plan:
This will be deferred until spring 2012 resulting in cost savings of $0.7 million.

Program Implementation Date: 4/2011 **When will savings begin?:** 4/2011

Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.675**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Reduction in Positions Required:	**0**	**0**	**0**	**0**	**0**

MTA Metro-North Railroad
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Other**

Program: **Payroll Savings**

Background Details:

Metro-North is experiencing a slower rate of hiring for open jobs and therefore expects vacancy savings beyond budgeted expectations.

Program Description/Implementation Plan:

As hiring begins to get underway at the end of the first quarter it is expected that the vacancy savings will amount to $1.4 million for the quarter.

Program Implementation Date: 4/2011 **When will savings begin?:** 4/2011

Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$1.350**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Reduction in Positions Required:	**0**	**0**	**0**	**0**	**0**

MTA METRO-NORTH RAILROAD
2012 Preliminary Budget
July Financial Plan 2012-2015
Positions

POSITION ASSUMPTIONS

NON-REIMBURSABLE POSITIONS

Positions are stated as of December 31 of each year and reflect employees estimated to be paid. Consequently, position totals incorporate existing vacancy and turnover estimates, as well as seasonal fluctuations in staffing requirements for capital projects.

Annual non-reimbursable staffing levels also include the impact of new program additions, deferrals, cost reduction programs or re-estimates, consistent with the associated cost changes incorporated into the financial plan.

2011 reimbursable staffing levels reflect changes in project requirements and a 15% reduction in the reimbursable administrative workforce. The 2012-2015 staffing levels assume a continuation of 2011 position reductions and project activity levels.

YEAR-TO-YEAR CHANGES

2011 - 2012

The 2011 Mid-Year Forecast reflects the reduction of 113 positions from the 2011 Adopted Budget. Non-reimbursable positions are reduced by 99 positions reflecting: 34 fewer T&E positions due to lower requirements for capital flagging, conductor training, service plan changes and hours of service coverage; and 56 additional vacancies by December, 2011 vs. the Adopted Budget. Also, program changes reflect a transfer of five Controller positions to the BSC, four less equipment maintenance positions required for the New Haven Maintenance Facility Shop Complex, and the rescheduling of five conductor certification positions to 2012. These reductions were partially offset by the addition of two bridge inspectors, two Customer Service managers and one legal records manager. Reimbursable positions are 14 positions lower than the 2011 Adopted Budget due to the elimination of 23 positions associated with the 15% reduction in the reimbursable administrative workforce, offset by the refinement in the allocation of positions to various capital projects.

The 2012 Preliminary Budget includes the addition of 103 non-reimbursable positions: a net-programmatic addition of 56 positions and a reduction in projected vacancies of 47 positions by the end of December 2012 vs. 2011. The programmatic change includes the addition of 30 positions in support of New Haven Maintenance Facility Shop Complex, 13 positions to support the overhaul of M-4 and M-6 cars, nine T&E positions for new train service, five management positions dedicated to conductor certification, two positions to support signal and CTC improvements for the Danbury Branch, seven positions to support GCT safety and one position for employee training functions. These increases are offset by the reduction of 11 positions in support of enhanced maintenance for M-3 cars.

2012 - 2013

The programmatic increase of 101 non-reimbursable paid positions reflects the addition of 32 maintenance positions to support the New Haven Maintenance Facility Shop Complex, 24 maintenance positions to support the M4/M6 car overhaul program, 21 additional coach cleaners, and 24 additional T&E positions for new train service.

2013 - 2014

The programmatic increase of 33 non-reimbursable paid positions reflects 21 additional maintenance positions to support the New Haven Maintenance Facility Shop Complex, and 12 T&E positions for new train service.

2014 - 2015

The net-programmatic decrease of 26 non-reimbursable paid positions reflects the reduction of 37 maintenance positions with the completion of M4/M6 car overhaul program, and the reduction of three training staff personnel, partially offset by the addition of 14 T&E positions for new train service.

MTA METRO-NORTH RAILROAD
July Financial Plan 2012 - 2015
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
President	3	3	3	3	3	3
Labor Relations	9	9	9	9	9	9
Safety	16	16	16	16	16	16
COS/ Corporate & Public Affairs	15	14	15	15	15	15
Customer Service	38	44	44	44	44	44
Legal	16	17	17	17	17	17
Claims	14	14	14	14	14	14
Environmental Compliance & Svce	7	7	7	7	7	7
VP Administration	3	3	3	3	3	3
VP Human Resources	3	3	3	3	3	3
Human Resources & Diversity	36	22	22	22	22	22
Training	27	37	38	38	38	35
Employee Relations & Diversity	4	4	4	4	4	4
VP Planning	2	2	2	2	2	2
Operations Planning & Analysis	16	17	17	17	17	17
Capital Planning & Programming	14	13	13	13	13	13
Business Development Facilities & Mktg	23	21	21	21	21	21
Long Range Planning	10	8	8	8	8	8
VP Finance & Info Systems	2	2	2	2	2	2
Controller	105	77	77	77	77	77
Information Technology & Project Mgmt	94	96	96	96	96	96
Budget	14	18	18	18	18	18
Procurement & Material Management	43	40	42	42	42	42
Corporate	0	0	(35)	(35)	(35)	(35)
Total Administration	**514**	**487**	**456**	**456**	**456**	**453**
Operations						
Operations Administration	52	51	54	54	54	54
Operations Services	1,653	1,691	1,722	1,775	1,787	1,801
Customer Service	234	234	234	234	234	234
Business Development Facilities & Mktg	38	38	38	38	38	38
Metro-North West	27	28	28	28	28	28
Total Operations	**2,004**	**2,042**	**2,076**	**2,129**	**2,141**	**2,155**
Maintenance						
GCT	352	348	365	365	365	365
Maintenance of Equipment	1,255	1,289	1,322	1,370	1,391	1,354
Maintenance of Way	1,559	1,596	1,646	1,646	1,646	1,646
Procurement & Material Management	120	120	120	120	120	120
Total Maintenance	**3,286**	**3,353**	**3,453**	**3,501**	**3,522**	**3,485**
Engineering/Capital						
Construction Management	38	36	36	36	36	36
Engineering & Design	64	61	61	61	61	61
Total Engineering/Capital	**102**	**97**	**97**	**97**	**97**	**97**
Baseline Total Positions	**5,906**	**5,979**	**6,082**	**6,183**	**6,216**	**6,190**
Non-Reimbursable	5,376	5,418	5,521	5,622	5,655	5,629
Reimbursable	530	561	561	561	561	561
Total Full-Time	5,905	5,978	6,081	6,182	6,215	6,189
Total Full-Time-Equivalents	1	1	1	1	1	1

MTA METRO-NORTH RAILROAD
July Financial Plan 2012 - 2015
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration							
	Managers/Supervisors	49	52	52	52	52	52
	Professional, Technical, Clerical	465	435	404	404	404	401
	Operational Hourlies	-	-	-	-	-	-
	Total Administration	514	487	456	456	456	453
Operations							
	Managers/Supervisors	26	29	29	29	29	29
	Professional, Technical, Clerical	509	482	490	490	490	490
	Operational Hourlies	1,469	1,531	1,557	1,610	1,622	1,636
	Total Operations	2,004	2,042	2,076	2,129	2,141	2,155
Maintenance							
	Managers/Supervisors	39	44	44	44	44	44
	Professional, Technical, Clerical	998	1,008	1,029	1,029	1,029	1,029
	Operational Hourlies	2,249	2,301	2,380	2,428	2,449	2,412
	Total Maintenance	3,286	3,353	3,453	3,501	3,522	3,485
Engineering/Capital							
	Managers/Supervisors	30	32	32	32	32	32
	Professional, Technical, Clerical	72	65	65	65	65	65
	Operational Hourlies	-	-	-	-	-	-
	Total Engineering/Capital	102	97	97	97	97	97
Public Safety							
	Managers/Supervisors	-	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-	-
	Total Public Safety	-	-	-	-	-	-
Total Baseline Positions							
	Managers/Supervisors	144	157	157	157	157	157
	Professional, Technical, Clerical	2,044	1,990	1,988	1,988	1,988	1,985
	Operational Hourlies	3,718	3,832	3,937	4,038	4,071	4,048
	Total Baseline Positions	5,906	5,979	6,082	6,183	6,216	6,190

MTA Headquarters

MTA HEADQUARTERS
2012 Preliminary Budget
July Financial Plan 2012 – 2015

FINANCIAL OVERVIEW

MTA Headquarters' operations include four distinct components: Policy and Oversight; Consolidated Functions, those departments that perform services on behalf of MTA agencies; the Business Service Center (BSC); and MTA Security, which includes the MTA PD. While MTA Headquarters is committed to streamlining operations and seeking efficiencies within the organization and across the MTA, it also remains steadfast in maintaining an organization dedicated to promoting customer satisfaction as well as safety and security throughout the system.

MTA Headquarters' July Financial Plan contains self-funded programs and funding for MTA-wide initiatives considered to be the highest priority by executive management. It also incorporates the 2011 Budget Reduction Program (BRP) that was implemented in response to lower funding from New York State. In response, MTA Headquarters reduced operating capital requirements and took measures to identify additional savings based on 2011 spending trends -- particularly in maintenance and other operating contracts and professional service contracts.

MTA Headquarters is championing a number of strategic cost reduction initiatives, including undertaking a strategic sourcing approach that evaluates the total cost of ownership in procuring goods and services. Part of this approach involves conducting a MTA-wide review of Information Technology resources such as desktop configurations, telecom expenses and non-revenue fleet acquisition, distribution and maintenance. Other key initiatives include the rationalization and consolidation of IT services and equipment and the restructuring of agency-wide Marketing and Corporate Communications functions. Successful implementation of these initiatives is contributing to achieving the efficiency savings targets within the Financial Plan.

MTA Headquarters continues to assume a leadership role in issues critical to the MTA commuting region. In order to allow for improved services and a high level of convenience to the riding community, additional funding is included in the Plan for two major system-related initiatives -- the New Fare Payments Systems and Bus Customer Information Systems.

MTA Headquarters establishes strategic direction for the security of all MTA facilities, customers, and employees. The July Financial Plan includes an investment in the Integrated Electronic Security System (IESS) facility, which opened in the spring of 2011. This facility provides for the deployment of various electronic technologies with the aim of detecting, deterring, identifying, delaying, and/or preventing terrorist security threats on MTA properties. The July Financial Plan includes increased maintenance costs in 2012 due to full year operations at the IESS.

As our transportation system expands, the MTA is taking steps to ensure additional protection is provided for our customers, employees and facilities. The July Plan includes costs starting in 2013 for the MTAPD, which will begin the process of adding 90 positions to establish a security presence in anticipation of the completion of East Side Access – a mega capital project that is scheduled to open in 2016. Funding is also included for projects and planning related expenses, specifically for oversight of the West Side Yards Development project. This is a zero impact project, since all funding is reimbursable by the project developer.

The July Plan also reflects costs associated with the MTA Defined Benefit Pension Plan, a complex multi-article pension plan for represented and non-represented employees who work for MNR, LIRR, MTA Bus, MTA PD and SIRTOA.

Business Service Center (BSC)

In order to transform the way we conduct business, MTA established the BSC, which began operations on January 1, 2011. Under the BSC, select administrative functions for all the MTA agencies are combined and a single Enterprise Resource Planning (ERP), Financial and Human Resources/Payroll system along with other technologies is utilized to process administrative and back-office transactions as part of continued efforts to increase efficiencies and generate cost savings. Currently underway is the consolidation of the MTA-wide Accounts Receivable function, which is expected to be implemented by year-end. Preparation, planning and training has begun for the second phase of implementation which will incorporate NYCT, MTA Bus and B&T Human Resource functions into the BSC mid-year 2012.

As the BSC reevaluates its requirements, headcount will increase from the Adopted Budget primarily from the transfer of 41 Procurement positions from the former Headquarters and B&T procurement departments. In addition, 14 Accounts Receivable positions transferred into the BSC from the agencies. Corresponding offsets to these functions are reflected in the Agencies and MTAHQ sections. The Plan also reflects the impact of delayed hiring of 12 Information Technology positions until 2012, and current requirements call for funding for four positions needed to augment the Accounts Payable function. Continuous improvement efficiencies will result in BSC headcount reductions in 2013 and beyond.

2011 Mid-Year Forecast

MTA Headquarters Baseline Deficit decreases to $375.0 million in the July Plan from the Adopted Budget of $411.7 million. This reduction reflects primarily a re-estimate of New York City subsidies and the impact of a review of Headquarters operating needs, which yielded savings above the required March BRPs that were primarily based on lower operating capital. Partially offsetting those reductions were increases in depreciation and amortization charges related to Business Service Center project development costs.

2012 Preliminary Budget - Baseline

MTA Headquarters projects a Baseline Deficit of $396.1 million for 2012. This is $37.9 million below the Adopted Budget of $434.0 million and basically reflects the impact of the cessation of subsidies for the funding shortfall of Long Island Bus, effective January 1, 2012 -- the MTA financial plan had already eliminated this funding in its 2011 Budget; however, that impact was captured below-the-line instead of within Headquarters' budget projections. The Plan also captures a re-estimate of New York City subsidies and another year of savings based on Headquarters assessment of operating needs. Higher depreciation and amortization charges related to BSC project development costs provide a partial offset.

The baseline budget assumes headcount levels of 1,759 employees. This is a favorable variance from the February Plan primarily due to a review and evaluation of MTAPD headcount needs in 2012. This is partly offset by increased headcount at the BSC primarily from the transfer of 41 Procurement positions from the former Headquarters Procurement Department and B&T and 14 Accounts Receivable positions from the Agencies. Corresponding offsets to these functions are reflected in this and Agency sections.

2013-2015 Projections

The Baseline Deficit for 2013 decreases to $407.6 million from the February Plan of $446.7 million. The Baseline Deficit for 2014 decreases to $432.4 million from the February Plan of $465.5 million primarily due to the elimination of subsidies to LI Bus, a re-estimate of New York City subsidies, as well as continued savings from the review of Headquarters operating expenses. The out-years also include funding for the MTA-wide strategic initiatives: New Fare Payments Systems and Bus Customer Information Systems; the components of which include hardware and software, maintenance, communications, marketing, and other related costs.

An increase in the Baseline Deficit for 2015 when compared to 2014, to $456.0 million, primarily results from higher labor expenses resulting from additional hires at MTAPD in anticipation of the opening of East Side Access, and increased Health and Welfare and Pension costs. Additional funding for further deployment of New Fare Payments Systems and Bus Customer Information Systems throughout the MTA system, and increases for the OPEB payments also contributed to the increase.

The baseline headcount increases to 1,772 in 2013 from the February Plan of 1,754, and increases to 1,816 positions in 2014 from the February Plan of 1,807. These increases are primarily due to the 14 consolidated Accounts Receivable positions at the BSC, and 4 additional positions at the BSC needed to augment the Accounts Payable function. There are corresponding offsets to the Accounts Receivable function reflected in Agency sections. In 2015 the baseline increases to 1,832 employees reflecting additional MTAPD positions needed in anticipation of East Side Access.

MTA HEADQUARTERS
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE

	2010 Actuals	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Operating Revenue						
Fare Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue						
Rental Income	52.641	50.399	53.437	53.353	54.447	55.514
Other	4.032	5.502	4.097	4.177	4.262	4.346
Total Other Operating Revenue	56.673	55.901	57.535	57.529	58.709	59.859
Capital and Other Reimbursements						
Total Revenue	**$56.673**	**$55.901**	**$57.535**	**$57.529**	**$58.709**	**$59.859**
Operating Expenses						
Labor:						
Payroll	$124.305	$155.851	$162.500	$166.383	$173.564	$176.606
Overtime	7.093	8.744	8.775	8.938	9.104	9.110
Health and Welfare	16.894	19.781	25.585	28.232	31.675	34.696
OPEB Current Payment	3.091	7.200	8.400	9.600	10.900	12.200
Pensions	25.278	27.134	38.843	40.922	43.380	44.761
Other Fringe Benefits	11.980	13.687	13.187	14.396	15.301	15.860
Reimbursable Overhead	(46.238)	(56.021)	(55.920)	(57.922)	(59.913)	(55.504)
Total Labor Expenses	**$142.403**	**$176.377**	**$201.371**	**$210.548**	**$224.011**	**$237.729**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	5.878	2.729	3.386	3.725	4.097	4.507
Claims	-	0.983	0.999	1.099	1.209	1.330
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	26.245	38.954	47.362	50.500	55.773	58.819
Professional Service Contracts	33.769	32.427	35.336	36.376	37.165	37.745
Materials & Supplies	7.024	6.699	4.368	4.435	4.531	4.615
Other Business Expenses						
MTA Internal Subsidy	49.600	13.700	0.600	0.600	0.600	0.600
Other	43.035	51.319	50.512	55.357	56.397	58.336
Total Other Business Expenses	92.635	65.019	51.112	55.957	56.997	58.936
Total Non-Labor Expenses	**$165.551**	**$146.812**	**$142.564**	**$152.093**	**$159.772**	**$165.953**
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjs.	**$307.954**	**$323.189**	**$343.934**	**$362.641**	**$383.783**	**$403.682**
Depreciation	25.167	40.597	38.671	27.488	28.052	28.601
OPEB Obligation	57.848	67.100	71.000	75.000	79.300	83.600
Environmental Remediation	-	-	-	-	-	-
Total Expenses	**$390.969**	**$430.887**	**$453.605**	**$465.129**	**$491.135**	**$515.883**
Baseline Surplus/(Deficit)	**($334.296)**	**($374.986)**	**($396.071)**	**($407.600)**	**($432.426)**	**($456.024)**

MTA HEADQUARTERS
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

REIMBURSABLE

	2010 Actuals	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Fare Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	55.555	67.173	72.220	83.127	90.458	86.332
Total Revenue	**$55.555**	**$67.173**	**$72.220**	**$83.127**	**$90.458**	**$86.332**
Expenses						
Labor:						
Payroll	$2.000	$3.439	$3.672	$3.745	$3.816	$3.887
Overtime	0.000	-	-	-	-	-
Health and Welfare	0.324	0.481	0.565	0.655	0.720	0.792
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.255	0.363	0.506	0.591	0.614	0.638
Other Fringe Benefits	0.190	0.278	0.321	0.308	0.320	0.333
Reimbursable Overhead	46.238	$56.021	$55.920	$57.922	$59.913	$55.504
Total Labor Expenses	**$49.007**	**$60.581**	**$60.985**	**$63.220**	**$65.384**	**$61.153**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	0.013	0.110	0.112	0.124	0.136	0.149
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.115	0.115	0.117	0.120	0.122
Professional Service Contracts	6.514	6.123	10.763	19.417	24.564	24.648
Materials & Supplies	0.000	0.061	0.080	0.081	0.083	0.085
Other Business Expenses						
MTA Internal Subsidy						
Other	0.021	0.183	0.165	0.168	0.172	0.175
Total Other Business Expenses	0.021	0.183	0.165	0.168	0.172	0.175
Total Non-Labor Expenses	**$6.548**	**$6.592**	**$11.235**	**$19.907**	**$25.074**	**$25.179**
Other Expenses Adjustments:						
Other	-	-				
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$55.555**	**$67.173**	**$72.220**	**$83.127**	**$90.458**	**$86.332**
Depreciation	-	-	-	-	-	-
Total Expenses	**$55.555**	**$67.173**	**$72.220**	**$83.127**	**$90.458**	**$86.332**
Baseline Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA HEADQUARTERS
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE / REIMBURSABLE

	2010 Actuals	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Fare Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue						
Rental Income	52.641	50.399	53.437	53.353	54.447	55.514
Other	4.032	5.502	4.097	4.177	4.262	4.346
Total Other Operating Revenue	56.673	55.901	57.535	57.529	58.709	59.859
Capital and Other Reimbursements	55.555	67.173	72.220	83.127	90.458	86.332
Total Revenue	**$112.228**	**$123.074**	**$129.755**	**$140.657**	**$149.167**	**$146.192**
Expenses						
Labor:						
Payroll	$126.305	$159.290	$166.173	$170.127	$177.380	$180.493
Overtime	7.093	8.744	8.775	8.938	9.104	9.110
Health and Welfare	17.218	20.262	26.150	28.887	32.396	35.488
OPEB Current Payment	3.091	7.200	8.400	9.600	10.900	12.200
Pensions	25.533	27.497	39.349	41.512	43.995	45.399
Other Fringe Benefits	12.170	13.965	13.508	14.704	15.621	16.192
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	**$191.410**	**$236.959**	**$262.355**	**$273.768**	**$289.395**	**$298.882**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	5.891	2.839	3.498	3.848	4.233	4.656
Claims	-	0.983	0.999	1.099	1.209	1.330
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	26.245	39.069	47.478	50.617	55.893	58.941
Professional Service Contracts	40.283	38.550	46.099	55.793	61.728	62.393
Materials & Supplies	7.024	6.760	4.447	4.517	4.614	4.700
Other Business Expenses						
MTA Internal Subsidy	49.600	13.700	0.600	0.600	0.600	0.600
Other Business Expenses	43.056	51.502	50.677	55.526	56.569	58.511
Total Other Business Expenses	92.656	65.202	51.277	56.126	57.169	59.111
Total Non-Labor Expenses	**$172.099**	**$153.403**	**$153.799**	**$172.000**	**$184.846**	**$191.132**
Other Expenses Adjustments:						
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjs.	**$363.509**	**$390.362**	**$416.154**	**$445.768**	**$474.241**	**$490.014**
Depreciation	25.167	40.597	38.671	27.488	28.052	28.601
OPEB Obligation	57.848	67.100	71.000	75.000	79.300	83.600
Environmental Remediation	-	-	-	-	-	-
Total Expenses	**$446.524**	**$498.060**	**$525.825**	**$548.256**	**$581.593**	**$602.215**
Baseline Surplus/(Deficit)	**($334.296)**	**($374.986)**	**($396.071)**	**($407.600)**	**($432.426)**	**($456.024)**

MTA HEADQUARTERS
July Financial Plan 2012-2015
Cash Receipts & Expenditures
($ in millions)

CASH RECEIPTS AND EXPENDITURES

	2010 Actuals	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Fare Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue						
Rental Income	52.532	50.399	53.437	53.353	54.447	55.514
Other	4.065	5.865	4.467	4.554	4.647	4.738
Total Other Operating Revenue	56.597	56.264	57.905	57.907	59.094	60.252
Capital and Other Reimbursements	55.555	67.173	72.220	83.127	90.458	86.332
Total Receipts	**$112.152**	**$123.437**	**$130.125**	**$141.034**	**$149.552**	**$146.584**
Expenditures						
Labor:						
Payroll	$138.118	$155.790	$163.683	$167.598	$174.734	$177.788
Overtime	7.091	8.744	8.775	8.938	9.104	9.110
Health and Welfare	16.810	19.262	25.121	27.814	31.278	34.348
OPEB Current Payment	5.652	7.200	8.400	9.600	10.900	12.200
Pensions	36.241	30.549	40.014	42.193	44.691	46.040
Other Fringe Benefits	12.610	13.910	13.451	14.644	15.559	16.128
GASB Account	0.991	1.000	1.029	1.073	1.118	1.140
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	**$217.513**	**$236.456**	**$260.474**	**$271.861**	**$287.383**	**$296.753**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	3.217	2.555	3.255	3.581	3.939	4.333
Claims	-	0.983	0.999	1.099	1.209	1.330
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	23.972	40.607	46.172	49.225	54.356	57.320
Professional Service Contracts	29.426	43.161	43.333	52.445	58.025	58.650
Materials & Supplies	8.167	6.591	4.336	4.404	4.498	4.582
Other Business Expenses	-	-	-	-	-	-
MTA Internal Subsidy	49.600	13.700	0.600	0.600	0.600	0.600
Other Business Expenses	43.650	49.670	47.129	51.639	52.609	54.416
Total Other Business Expenses	93.250	63.369	47.729	52.239	53.209	55.016
Total Non-Labor Expenditures	**$158.032**	**$157.266**	**$145.825**	**$162.993**	**$175.236**	**$181.231**
Other Expenditure Adjustments:						
Capital	4.591	16.683	18.253	20.566	20.566	20.566
Unallocated Service Enhancement Policy Action	-	-	-	-	-	-
Total Other Expenditure Adjustments	**$4.591**	**$16.683**	**$18.253**	**$20.566**	**$20.566**	**$20.566**
Total Expenditures	**$380.136**	**$410.405**	**$424.552**	**$455.420**	**$483.185**	**$498.550**
Baseline Cash Deficit	**($267.984)**	**($286.968)**	**($294.428)**	**($314.386)**	**($333.633)**	**($351.965)**

MTA HEADQUARTERS
July Financial Plan 2012-2015
Cash Conversion (Cash Flow Adjustments)
($ in millions)

CASH FLOW ADJUSTMENTS

	2010 Actuals	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Fare Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Rental Income	(0.109)	-	-	-	-	-
Other Operating Revenue	0.033	0.363	0.370	0.377	0.385	0.392
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	**($0.076)**	**$0.363**	**$0.370**	**$0.377**	**$0.385**	**$0.392**
Expenditures						
Labor:						
Payroll	($11.813)	$3.500	$2.490	$2.529	$2.646	$2.705
Overtime	0.002					
Health and Welfare	0.408	1.000	1.029	1.073	1.118	1.140
OPEB Current Payment	(2.561)	0.000	0.000	0.000	0.000	0.000
Pensions	(10.708)	(3.052)	(0.665)	(0.681)	(0.696)	(0.641)
Other Fringe Benefits	(0.440)	0.055	0.057	0.059	0.062	0.065
GASB Account	(0.991)	(1.000)	(1.029)	(1.073)	(1.118)	(1.140)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**($26.103)**	**$0.503**	**$1.882**	**$1.908**	**$2.012**	**$2.129**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	2.674	0.284	0.243	0.268	0.294	0.324
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.273	(1.538)	1.306	1.392	1.537	1.621
Professional Service Contracts	10.857	(4.611)	2.766	3.348	3.704	3.744
Materials & Supplies	(1.143)	0.169	0.111	0.113	0.115	0.117
Other Business Expenses						
MTA Internal Subsidy	-	-	-	-	-	-
Other Business Expenses	(0.594)	1.833	3.547	3.887	3.960	4.096
Total Other Business Expenses	(0.594)	1.833	3.547	3.887	3.960	4.096
Total Non-Labor Expenditures	**$14.067**	**($3.863)**	**$7.973**	**$9.007**	**$9.610**	**$9.901**
Other Expenditure Adjustments:						
Capital	($4.591)	($16.683)	($18.253)	($20.566)	($20.566)	($20.566)
Total Other Expenditure Adjustments	**($4.591)**	**($16.683)**	**($18.253)**	**($20.566)**	**($20.566)**	**($20.566)**
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	**($16.703)**	**($19.680)**	**($8.028)**	**($9.274)**	**($8.559)**	**($8.143)**
Depreciation Adjustment	25.167	40.597	38.671	27.488	28.052	28.601
OPEB Obligation	57.848	67.100	71.000	75.000	79.300	83.600
Environmental Remediation	-	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	**$66.312**	**$88.017**	**$101.643**	**$93.214**	**$98.793**	**$104.058**

MTA HEADQUARTERS
July Financial Plan 2012-2015
Year-To-Year Changes by Category - Baseline

Baseline Assumptions:

The following explanations refer to the year-to-year variances in MTA Baseline assumptions for each year of the July Financial Plan:

Receipts:

Rental and Other Income and Reimbursements

- The 2011 July Financial Plan reflects a re-estimate of charge-backs to Agencies for work performed by MTA Headquarters on their behalf, and revised rental revenue.
- Thereafter, 2012, 2013, 2014, 2015 are inflated by the CPI-Urban 1.70%, 1.94%, 2.05%, and 1.96%, respectively, with adjustments made for reimbursements mainly related to annual West Side Yard expenses.

Expenditures:

Payroll

- Payroll changes in the July Financial Plan in 2011 primarily reflect re-estimated departmental costs.
- An increase in 2012 reflects the impact of consolidating the Accounts Receivable function at the BSC as well as the impact of delayed hiring of full-time IT positions.
- 2012, 2013, 2014, and 2015 reflect MTA Headquarters and MTA Police civilian salaries inflated by wage growth assumptions consistent with the July Financial Plan of 1.70%, 1.94%, 2.05% and 1.96% respectively.
- MTA Police represented salaries are inflated according to prevailing inflator assumptions and reflect the increase in patrol force necessary to secure the East Side Access Project.

Overtime

- Overtime expenses throughout the July Financial Plan are primarily related to MTA Police operations. In 2011, overtime expenses are virtually unchanged from the Adopted Budget.
- Expense in 2012, 2013, 2014, and 2015 are inflated by prevailing inflator assumptions.

Health and Welfare

- Health and Welfare premium rates in 2012 are projected to increase at a rate of 14.6% in 2012 and 8.6% in each year thereafter.

Pensions

- The July Financial Plan primarily reflects adjusted estimated contributions to the employee retirement systems in 2011 and 2012 due to the impact of recent market losses on pension assets as well as a revision to the rate of return assumptions.
- Thereafter, rates are inflated by the CPI-Urban rates of 1.94% in 2013, 2.05% in 2014, and 1.96% in 2015.

Other Fringe Benefits

- Projections are consistent with payroll rate increase assumptions.

Insurance and Claims

- Insurance premiums and claims expenses are inflated at approximately 10% annually with some off-setting adjustments.

Maintenance and Other Operating Contracts

- The July Plan includes reductions to projected 2011 expense levels as a result of a review of YTD expense levels.
- Maintenance expenses for 2011 reflect the impact of opening the Integrated Electronic Security System All Agency facility in spring of this year.
- The July Plan reflects utilization of full-year IESS maintenance expenses of approximately $11 million in 2012 and CPI-Urban growth of 1.7% on all other existing maintenance and operating contracts. In addition, maintenance and operating contract expenses for New Fare Payments Systems and Customer Information Services equipment are higher in 2012 due to increased system-wide deployment.
- Thereafter, increased maintenance expenses primarily reflect further system-wide deployment of New Fare Payment Systems and Customer Information Systems. In addition, maintenance expenses in 2013, 2014 and 2015 are inflated by the CPI-Urban rates of 1.94%, 2.05%, and 1.96%, respectively.

Professional Service Contracts

- The July Plan reflects lower 2011 expense re-estimates of consultant and other outside professional services needs for the full year as a result of the Headquarters operating expense review.
- For 2012 – 2015, the majority of expenses are inflated by the CPI-Urban rates of 1.70%, 1.94%, 2.05%, and 1.96%, respectively, with increases reflecting the development requirements of the West Side Yard Project.

Materials & Supplies

- Expenses in 2012 through 2015 are inflated by the CPI-Urban rates of 1.70%, 1.94%, 2.05%, and 1.96%, respectively.

MTA Internal Subsidy

- The July Plan reflects the cessation of support for LI Bus after December 31, 2011.
- A re-estimate of New York City subsidies.

- Continuation of a moderate amount of support for the Rockaway Resident Discount Program is included in this Plan.

Other Business Expenses

- Increases in 2012, 2013, 2014 and 2015 are inflated by the CPI-Urban rates of 1.70%, 1.94%, 2.05%, and 1.96%, respectively.

Other Expenditure Adjustments:

Capital Expenditures

- 2011 expenditures of $16.7 million reflect the inclusion of $4.8 million in capital funding for BSC infrastructure equipment and software previously anticipated in 2010, partially offset by reduced operating capital funding for projects related to MTA mid-town building facilities.
- Capital expenditures in 2012 are $18.3 million and reflect the impact of the March BRPs operating capital reductions of $2.3 million for projects related to the mid-town buildings operated by Facilities Management. Thereafter, capital expenditures in 2013-2015 remain constant at $20.6 million.

MTA HEADQUARTERS
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Rental Income	50.399	53.437	3.038	53.353	(0.085)	54.447	1.094	55.514	1.067
Other	5.502	4.097	(1.405)	4.177	0.079	4.262	0.086	4.346	0.084
Capital and Other Reimbursements									
Total Revenue	**$55.901**	**$57.535**	**$1.634**	**$57.529**	**($0.005)**	**$58.709**	**$1.179**	**$59.859**	**$1.151**
Expenses									
Labor:									
Payroll	155.851	162.500	(6.649)	166.383	(3.882)	173.564	(7.181)	176.606	(3.042)
Overtime	8.744	8.775	(0.031)	8.938	(0.162)	9.104	(0.166)	9.110	(0.006)
Health and Welfare	19.781	25.585	(5.803)	28.232	(2.647)	31.675	(3.444)	34.696	(3.021)
OPEB Current Payment	7.200	8.400	(1.200)	9.600	(1.200)	10.900	(1.300)	12.200	(1.300)
Pensions	27.134	38.843	(11.709)	40.922	(2.079)	43.380	(2.459)	44.761	(1.380)
Other Fringe Benefits	13.687	13.187	0.500	14.396	(1.209)	15.301	(0.905)	15.860	(0.559)
Reimbursable Overhead	(56.021)	(55.920)	(0.101)	(57.922)	2.001	(59.913)	1.991	(55.504)	(4.409)
Total Labor Expenses	**$176.377**	**$201.371**	**($24.993)**	**$210.548**	**($9.178)**	**$224.011**	**($13.463)**	**$237.729**	**($13.718)**
Non-Labor:									
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-
Insurance	2.729	3.386	(0.657)	3.725	(0.339)	4.097	(0.372)	4.507	(0.410)
Claims	0.983	0.999	(0.017)	1.099	(0.100)	1.209	(0.110)	1.330	(0.121)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	38.954	47.362	(8.408)	50.500	(3.137)	55.773	(5.273)	58.819	(3.046)
Professional Service Contracts	32.427	35.336	(2.909)	36.376	(1.040)	37.165	(0.789)	37.745	(0.580)
Materials & Supplies	6.699	4.368	2.332	4.435	(0.068)	4.531	(0.095)	4.615	(0.084)
MTA Internal Subsidy	13.700	0.600	13.100	0.600	0.000	0.600	0.000	0.600	0.000
Other Business Expenses	51.319	50.512	0.807	55.357	(4.846)	56.397	(1.040)	58.336	(1.939)
Total Non-Labor Expenses	**$146.812**	**$142.564**	**$4.248**	**$152.093**	**($9.529)**	**$159.772**	**($7.680)**	**$165.953**	**($6.180)**
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjs.	**$323.189**	**$343.934**	**($20.745)**	**$362.641**	**($18.707)**	**$383.783**	**($21.142)**	**$403.682**	**($19.899)**
Depreciation	40.597	38.671	1.926	27.488	11.183	28.052	(0.564)	28.601	(0.550)
OPEB Obligation	67.100	71.000	(3.900)	75.000	(4.000)	79.300	(4.300)	83.600	(4.300)
Environmental Remediation	-	-	-	-	-	-	-	-	-
Total Expenses	**$430.887**	**$453.605**	**($22.719)**	**$465.129**	**($11.524)**	**$491.135**	**($26.006)**	**$515.883**	**($24.748)**
Baseline Net Surplus/(Deficit)	**($374.986)**	**($396.071)**	**($21.085)**	**($407.600)**	**($11.529)**	**($432.426)**	**($24.826)**	**($456.024)**	**($23.598)**

MTA HEADQUARTERS
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	**2012**	**Change 2012 - 2011**	**2013**	**Change 2013 - 2012**	**2014**	**Change 2014 - 2013**	**2015**	**Change 2015 - 2014**
Revenue									
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Rental Income	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	67.173	72.220	5.047	83.127	10.907	90.458	7.331	86.332	(4.126)
Total Revenue	**$67.173**	**$72.220**	**$5.047**	**$83.127**	**$10.907**	**$90.458**	**$7.331**	**$86.332**	**($4.126)**
Expenses									
Labor:									
Payroll	3.439	3.672	(0.233)	3.745	(0.072)	3.816	(0.072)	3.887	(0.071)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.481	0.565	(0.084)	0.655	(0.090)	0.720	(0.065)	0.792	(0.072)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.363	0.506	(0.143)	0.591	(0.085)	0.614	(0.024)	0.638	(0.024)
Other Fringe Benefits	0.278	0.321	(0.043)	0.308	0.013	0.320	(0.012)	0.333	(0.012)
Reimbursable Overhead	56.021	55.920	0.101	57.922	(2.001)	59.913	(1.991)	55.504	4.409
Total Labor Expenses	**$60.581**	**$60.985**	**($0.403)**	**$63.220**	**($2.235)**	**$65.384**	**($2.164)**	**$61.153**	**$4.231**
Non-Labor:									
Traction and Propulsion Power	-	-	-	-	-	-	-	-	-
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-
Insurance	0.110	0.112	(0.002)	0.124	(0.011)	0.136	(0.012)	0.149	(0.014)
Claims									
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.115	0.115	(0.000)	0.117	(0.002)	0.120	(0.002)	0.122	(0.002)
Professional Service Contracts	6.123	10.763	(4.640)	19.417	(8.654)	24.564	(5.147)	24.648	(0.085)
Materials & Supplies	0.061	0.080	(0.019)	0.081	(0.002)	0.083	(0.002)	0.085	(0.002)
MTA Internal Subsidy									
Other	0.183	0.165	0.018	0.168	(0.003)	0.172	(0.003)	0.175	(0.003)
Total Non-Labor Expenses	**$6.592**	**$11.235**	**($4.643)**	**$19.907**	**($8.672)**	**$25.074**	**($5.167)**	**$25.179**	**($0.106)**
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$67.173**	**$72.220**	**($5.047)**	**$83.127**	**($10.907)**	**$90.458**	**($7.331)**	**$86.332**	**$4.126**
Depreciation									
Total Expenses	**$67.173**	**$72.220**	**($5.047)**	**$83.127**	**($10.907)**	**$90.458**	**($7.331)**	**$86.332**	**$4.126**
Baseline Net Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA HEADQUARTERS
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Cash Basis
($ in millions)

CASH RECEIPTS AND EXPENDITURES

Favorable/(Unfavorable)

	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Rental Income	50.399	53.437	3.038	53.353	(0.085)	54.447	1.094	55.514	1.067
Other	5.865	4.467	(1.398)	4.554	0.087	4.647	0.093	4.738	0.091
Capital and Other Reimbursements	67.173	72.220	5.047	83.127	10.907	90.458	7.331	86.332	(4.126)
Total Revenue	**$123.437**	**$130.125**	**$6.688**	**$141.034**	**$10.909**	**$149.552**	**$8.518**	**$146.584**	**($2.967)**
Expenses									
Labor:									
Payroll	155.790	163.683	($7.893)	167.598	($3.915)	174.734	($7.136)	177.788	($3.054)
Overtime	8.744	8.775	(0.031)	8.938	(0.162)	9.104	(0.166)	9.110	(0.006)
Health and Welfare	19.262	25.121	(5.859)	27.814	(2.693)	31.278	(3.464)	34.348	(3.070)
OPEB Current Payment	7.200	8.400	(1.200)	9.600	(1.200)	10.900	(1.300)	12.200	(1.300)
Pensions	30.549	40.014	(9.465)	42.193	(2.179)	44.691	(2.497)	46.040	(1.349)
Other Fringe Benefits	13.910	13.451	0.459	14.644	(1.193)	15.559	(0.914)	16.128	(0.569)
GASB Account	1.000	1.029	(0.028)	1.073	(0.044)	1.118	(0.045)	1.140	(0.023)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**$236.456**	**$260.474**	**($24.018)**	**$271.861**	**($11.387)**	**$287.383**	**($15.522)**	**$296.753**	**($9.370)**
Non-Labor:									
Traction and Propulsion Power	-	-	0.000	-	0.000	-	0.000	-	0.000
Fuel for Buses and Trains	-	-	0.000	-	0.000	-	0.000	-	0.000
Insurance	2.555	3.255	(0.700)	3.581	(0.326)	3.939	(0.358)	4.333	(0.394)
Claims	0.983	0.999	(0.017)	1.099	(0.100)	1.209	(0.110)	1.330	(0.121)
Paratransit Service Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Maintenance and Other Operating Contracts	40.607	46.172	(5.565)	49.225	(3.053)	54.356	(5.130)	57.320	(2.964)
Professional Service Contracts	43.161	43.333	(0.173)	52.445	(9.112)	58.025	(5.579)	58.650	(0.625)
Materials & Supplies	6.591	4.336	2.255	4.404	(0.068)	4.498	(0.095)	4.582	(0.084)
MTA Internal Subsidy	13.700	0.600	13.100	0.600	0.000	0.600	0.000	0.600	0.000
Other Business Expenses	49.670	47.129	2.540	51.639	(4.509)	52.609	(0.971)	54.416	(1.806)
Total Non-Labor Expenditures	**$157.266**	**$145.825**	**$11.441**	**$162.993**	**($17.168)**	**$175.236**	**($12.243)**	**$181.231**	**($5.995)**
Other Expenditure Adjustments:									
Capital	16.683	18.253	(1.570)	20.566	(2.313)	20.566	-	20.566	-
Total Other Expenditure Adjustments	**$16.683**	**$18.253**	**($1.570)**	**$20.566**	**($2.313)**	**$20.566**	**$0.000**	**$20.566**	**$0.000**
Total Expenditures	**$410.405**	**$424.552**	**($14.147)**	**$455.420**	**($30.867)**	**$483.185**	**($27.765)**	**$498.550**	**($15.365)**
Baseline Net Cash Deficit	**($286.968)**	**($294.428)**	**($7.459)**	**($314.386)**	**($19.958)**	**($333.633)**	**($19.247)**	**($351.965)**	**($18.332)**

MTA HEADQUARTERS
July Financial Plan 2011-2015
Summary of Major Plan-To-Plan Changes

The following explanations summarize the total differences between the July Financial Plan and the February Financial Plan:

2011: July Financial Plan vs. February Financial Plan

The Baseline Cash Deficit in the July Financial Plan of $287.0 million is $40.0 million favorable to the February Plan Cash Deficit of $327.0 million. The reduction of support to Long Island Bus (LI Bus), a re-estimate of NYC subsidies, the March 2011 BRP programmatic reductions, which included lower operating capital requirements for MTA midtown facilities and MTAPD, and lower operating expenditures are partially offset by the carryover of payments from 2010 into 2011.

2012: July Financial Plan vs. February Financial Plan

The Baseline Cash Deficit in the July Financial Plan of $294.4 million is $51.9 million favorable to the February Plan Cash Deficit of $346.3 million. The favorable variance is mainly due to the cessation of LI Bus services from the MTA, a re-estimate of NYC subsidies, and reduced operating expenditures and operating capital requirements for MTA Midtown facilities. Partly offsetting those favorable reductions are increased maintenance expenses related to the system-wide deployment of New Fare Payment Systems and Customer Information Systems, and increases in Health and Welfare and Pension costs.

2013, 2014: July Financial Plan vs. February Financial Plan

The Baseline Cash Deficit in the July Financial Plan of $314.4 million in 2013 is $40.4 million favorable to the February Plan Cash Deficit of $354.8 million. The favorable variance is primarily attributable to the cessation of LI Bus from the MTA, a re-estimate of New York City subsidies, and reduced operating expenditures, partly offset by increased maintenance expenses related to the system-wide deployment of New Fare Payment Systems and Customer Information Systems, coupled with increases in Health and Welfare and Pension costs. In 2014, the Baseline Cash Deficit of $333.6 million is $38.2 million favorable to the February Plan Cash Deficit of $371.8 million due to the continuation of the savings and programs listed above.

MTA HEADQUARTERS
July Financial Plan 2012- 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

NON-REIMBURSABLE

	2011	2012	2013	2014
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**($326.964)**	**($346.315)**	**($354.807)**	**($371.845)**
Baseline Changes				
Revenue				
Farebox Revenue				
Vehicle Toll Revenue				
Rental Income	($3.246)	($1.168)	($2.372)	($2.247)
Other	$1.473	($.004)	($.008)	$.005
Capital and Other Reimbursement	$.000	$.000	$.000	$.000
Total Revenue Changes	**($1.773)**	**($1.171)**	**($2.380)**	**($2.243)**
Expenses				
Labor:				
Payroll	$1.261	$.410	($.887)	($.736)
Overtime	(0.151)	(0.000)	(0.000)	(0.000)
Health and Welfare	0.964	(3.409)	(3.879)	(4.539)
OPEB Current Payment	-	-	-	-
Pensions	(1.166)	(2.651)	(3.074)	(4.264)
Other Fringe Benefits	(0.535)	(0.760)	(1.120)	(1.220)
Reimbursable Overhead	(0.051)	(2.271)	(1.661)	(0.831)
Total Labor Expense Changes	**$.321**	**($8.681)**	**($10.622)**	**($11.590)**
Non-Labor:				
Traction and Propulsion Power				
Fuel for Buses and Trains				
Insurance	$1.693	$1.478	$1.626	$1.789
Claims	(0.983)	(0.999)	(1.099)	(1.209)
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	3.383	(1.872)	(4.077)	(8.542)
Professional Service Contracts	8.021	4.863	4.343	4.772
Materials & Supplies	(0.442)	0.028	0.050	0.033
MTA Internal Subsidy	42.107	57.036	56.508	58.519
Other Business Expenses	(1.570)	(0.559)	(4.246)	(4.033)
Total Non-Labor Expense Changes	**$52.210**	**$59.974**	**$53.105**	**$51.328**
Gap Closing Expenses:				
Total Gap Closing Expenses	**$.000**	**$.000**	**$.000**	**$.000**
Total Expenses before Depreciation and GASB Adjs.				
Depreciation	($14.083)	($12.157)	($.974)	($4.395)
OPEB Obligation	$.000	$.000	$.000	$.000
Environmental Remediation				
Total Expense Changes	**$38.447**	**$39.137**	**$41.510**	**$35.344**
Cash Adjustment Changes				
Revenue Adjustments	(.000)	.000	.000	.001
Expense Adjustments	3.321	13.921	1.292	5.110
Total Cash Adjustment Changes	***$3.321***	***$13.922***	***$1.292***	***$5.111***
Total Baseline Changes	***$39.996***	***$51.887***	***$40.422***	***$38.212***
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**($286.968)**	**($294.428)**	**($314.386)**	**($333.633)**

MTA HEADQUARTERS
July Financial Plan 2012- 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

REIMBURSABLE

	2011	2012	2013	2014
Baseline 2011 February Financial Plan - Operating Cash	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Changes				
Revenue				
Farebox Revenue				
Vehicle Toll Revenue				
Rental Income				
Other				
Capital and Other Reimbursement	($12.721)	($15.699)	($6.429)	($.494)
Total Revenue Changes	**($12.721)**	**($15.699)**	**($6.429)**	**($.494)**
Expenses				
Labor:				
Payroll	$.146	($.009)	($.009)	($.009)
Overtime	-	-	-	-
Health and Welfare	0.005	(0.038)	(0.084)	(0.102)
OPEB Current Payment	-	-	-	-
Pensions	(0.011)	(0.006)	(0.065)	(0.063)
Other Fringe Benefits	0.004	(0.028)	(0.003)	(0.004)
Reimbursable Overhead	0.051	2.271	1.661	0.831
Total Labor Expense Changes	**$.194**	**$2.190**	**$1.499**	**$.652**
Non-Labor:				
Traction and Propulsion Power				
Fuel for Buses and Trains				
Insurance	($.110)	($.112)	($.124)	($.136)
Claims				
Paratransit Service Contracts				
Maintenance and Other Operating Contracts	($.000)	$.000	$.000	($.000)
Professional Services	12.640	13.621	5.052	(0.021)
Materials & Supplies	0.017	0.000	0.000	(0.000)
MTA Internal Subsidy	-	-	-	-
Other Business Expenses	(0.020)	0.000	0.000	(0.000)
Total Non-Labor Expense Changes	**$12.527**	**$13.509**	**$4.929**	**($.157)**
Gap Closing Expenses :				
Total Gap Closing Expenses	**$.000**	**$.000**	**$.000**	**$.000**
Total Expenses before Depreciation	**$12.721**	**$15.699**	**$6.429**	**$.494**
Depreciation				
Total Expense Changes	$12.721	$15.699	$6.429	$.494
Cash Adjustment Changes				
Total Cash Adjustment Changes	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Baseline Changes	***$0.000***	***$0.000***	***($0.000)***	***$0.000***
Baseline 2011 July Financial Plan - Operating Cash	**$0.000**	**$0.000**	**($0.000)**	**$0.000**

MTA HEADQUARTERS
July Financial Plan 2012- 2015
Summary of Major Programmatic Changes Between Financial Plans
($ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2011	2012	2013	2014
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**($326.964)**	**($346.315)**	**($354.807)**	**($371.845)**
Non-Reimbursable Major Changes				
Revenue				
Change in Rental Income	(3.246)	(1.168)	(2.372)	(2.247)
Change in Transit Museum Revenues	1.473	(0.004)	(0.008)	0.005
Sub-Total Non-Reimbursable Revenue Changes	**($1.773)**	**($1.171)**	**($2.380)**	**($2.243)**
Expenses				
2011 BRP Reductions	3.128	2.763	0.450	0.450
Review of Headquarters Operating Requirements	6.496	2.675	2.726	2.782
Re-estimate of Bus CIS and New Fare Payment Projects.	(0.006)	(1.311)	(7.521)	(11.655)
BSC Re-estimates	0.878	(0.303)	(0.310)	(0.314)
Accts Payable Staffing - BSC	(0.165)	(0.493)	(0.493)	(0.507)
Accts Receivable Consolidation at BSC	(1.054)	(1.406)	(1.414)	(1.460)
MTA PD East Side Access	-	0.386	(2.672)	(2.808)
Change in Pension Rates	(1.183)	(2.772)	(2.913)	(3.962)
Change in Employee Benefits Rates	1.013	(3.489)	(3.741)	(4.301)
Inflationary Changes	-	0.242	0.316	0.200
Lower Insurance Premium Costs	0.600	0.366	0.403	0.444
Revised Depreciation	(14.083)	(12.157)	(0.974)	(4.395)
Revised Support for Subsidiaries	42.107	57.036	56.508	58.519
All Other	0.717	($2.401)	$1.143	$2.351
Sub-Total Non-Reimbursable Expense Changes	**$38.448**	**$39.136**	**$41.509**	**$35.344**
Total Non-Reimbursable Major Changes	$36.675	$37.965	$39.129	$33.102
Reimbursable Major Changes				
Revenue				
Change in Recoverable Expenses Levels	($12.721)	($15.699)	($6.429)	($.494)
Sub-Total Reimbursable Revenue Changes	**($12.721)**	**($15.699)**	**($6.429)**	**($.494)**
Expenses				
Change in West Side Yard Development Schedule	12.640	13.621	5.052	(0.021)
Increased Recoverable Expenses	0.051	2.271	1.661	0.831
All Other	0.030	(0.193)	(0.285)	(0.315)
Sub-Total Reimbursable Expense Changes	**$12.721**	**$15.699**	**$6.429**	**$.495**
Total Reimbursable Major Changes	$.000	($.000)	($.000)	$.000
Total Accrual Changes	***$36.675***	***$37.965***	***$39.129***	***$33.102***
Cash Adjustment Changes				
Change in Cash Adjustments	**$3.321**	**$13.922**	**$1.292**	**$5.111**
Total Cash Adjustment Changes	***$3.321***	***$13.922***	***$1.292***	***$5.111***
Total Baseline Changes	***$39.996***	***$51.886***	***$40.421***	***$38.212***
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**($286.968)**	**($294.428)**	**($314.387)**	**($333.632)**

MTA HEADQUARTERS
July Financial Plan 2012-2015
2011 Budget Reduction Plan Summary
($ in millions)

	2011		2012		2013		2014		2015	
	Positions[1]	Dollars	Positions[1]	Dollars	Positions[1]	Dollars	Positions[1]	Dollars	Positions[1]	Dollars
LIST of PROGRAMS										
Administration:										
Administration and Professional Services		0.490		0.450		0.459		0.468		0.477
Operating Capital/Projects		1.538		2.313		0.000		0.000		0.000
Sub-Total Administration	0	$2.028	0	$2.763	0	$.459	0	$.468	0	$.477
Customer Convenience & Amenities:										
Sub-Total Customer Convenience & Amenities	0	$.000	0	$.000	0	$.000	0	$.000	0	$.000
Service:										
Sub-Total Service	0	$.000	0	$.000	0	$.000	0	$.000	0	$.000
Maintenance:										
Sub-Total Maintenance	0	$.000	0	$.000	0	$.000	0	$.000	0	$.000
Safety/Security:										
Operating/Capital Project Reduction		1.100								
Sub-Total Other	0	$1.100	0	$.000	0	$.000	0	$.000	0	$.000
Total BRPs	**0**	**$3.128**	**0**	**$2.763**	**0**	**$.459**	**0**	**$.468**	**0**	**$.477**

MTA Headquarters
July Financial Plan 2012-2015
BRP Worksheet - Cash Basis
($ in millions)

Category by Function: **Administration**

Program: **Advertising and Professional Services**

Background Details:	Advertising reduction and professional service reductions to MTA Budget and Human Resources due re-evaluation of departmental needs.

Program Description/ Implementation Plan:	
Program Implementation Date:	**When will savings begin?:** 3/1/2011

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.490**	**$0.450**	**$0.459**	**$0.468**	**$0.477**
Total Reduction in Positions Required:	0	0	0	0	0

MTA Headquarters
July Financial Plan 2012-2015
BRP Worksheet - Cash Basis
($ in millions)

Category by Function: **Administration**

Program: **Operating/Capital Projects**

Background Details:	Reduce five Facilities Management Operating/Capital Projects. The following Projects are being reduced: Strategic Plan - Restacking of exisitng departments, renovation of offices and upgrades to infrastructure; Façade Inspection - Local Law 11 mandated inspections & repairs at HQ buildings; Local Law 26 - Design and construction services for Local Law 26 compliance at MTA HQ; HVAC Upgrades - Heating, ventilation and air conditioning upgrades at MTAHQ facilities. Safety MTAHQ - Safety & Security Enhancements.

Program Description/ Implementation Plan:

Program Implementation Date: **When will savings begin?:** 3/1/2011

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$1.538**	**$2.313**	**$0.000**	**$0.000**	**$0.000**
Total Reduction in Positions Required:	0	0	0	0	0

MTA Headquarters
July Financial Plan 2012-2015
BRP Worksheet - Cash Basis
($ in millions)

Category by Function: **Security**

Program: **Operating/Capital Project Reduction**

Background Details:	Reduced reliance on the operating budget for two MTAPD Operating/Capital Projects resulting from using existing funds from other sources. The Portable Radio Replacement project for all MTA Police was able to secure funding of $0.4 million from the Near Term Security Fund. The MTAPD C3 project utilized existing funding under the IESS Project umbrella of $0.7 million for computer equipment and configuration of the new equipment at the new C-3 location. Security for customers or employees is not jepordized by this shift in funding.

Program Description/ Implementation Plan:		
Program Implementation Date:	**When will savings begin?:**	3/1/2011

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$1.100**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Reduction in Positions Required:	0	0	0	0	0

MTA HEADQUARTERS
2012 Preliminary Budget
July Financial Plan 2012-2015
Positions

POSITION ASSUMPTIONS

Headcount of 1,734 positions in 2011 represents a net increase of 6 positions from the 2011 Adopted Budget. The increase is primarily due to the consolidation of 14 Accounts Receivable positions into the BSC and four additional positions needed to augment the Accounts Payable function. Corresponding offsets to the Accounts Receivable function are reflected in Agency sections. Also, the plan to hire 12 Information Technology positions has been reevaluated and will be delayed until 2012 – providing for a favorable offset to position levels.

Headcount in 2012 increases to 1,759 positions mainly due to the previously approved hiring of the Information Technology positions at the BSC, as well as other position requirements supportive of Phase 2, which is projected to commence in 2012. In 2013, headcount increases to 1,772 positions due to hires by the MTA Police as they begin to staff up in anticipation of the opening of East Side Access. Reductions at the BSC as a result of continuous improvements provide a partial offset. In 2014 and 2015, headcount increases to 1,816 positions and 1,832 positions, respectively, primarily due to increases required by the MTA Police to staff and patrol East Side Access when it opens in 2016. MTA Headquarters will continue to review and evaluate the timing of MTAPD headcount needs at East Side Access as the project progresses.

MTA HEADQUARTERS
July Financial Plan 2012- 2015
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
Office of Chairman	4	4	4	4	4	4
Office of Chief of Staff	3	3	3	3	3	3
General Counsel	54	56	56	56	56	56
Office of Diversity	27	28	28	28	28	28
Labor Relations	5	5	5	5	5	5
Media Relations	11	11	11	11	11	11
PCAC	4	4	4	4	4	4
Audit	79	85	85	85	85	85
Chief Financial Officer	75	60	60	60	60	60
Real Estate	57	60	60	60	60	60
Chief Operating Officer	1	1	1	1	1	1
Bus Customer Info	1	8	8	8	8	8
New Fare Systems	5	25	25	25	25	25
Strategic Initiatives Group	15	9	9	9	9	9
Spec. Project Develop/Planning	8	8	8	8	8	8
Managing Director	1	1	1	1	1	1
Intergovernmental Relations	5	5	5	5	5	5
Information Technology	66	67	67	67	67	67
Corporate and Internal Communications	34	35	35	35	35	35
Human Resources and Pensions	10	14	14	14	14	14
Capital Programs	30	30	30	30	30	30
Total Administration	495	519	519	519	519	519
Business Service Center	215	434	459	442	442	442
Public Safety	**758**	**781**	**781**	**811**	**855**	**871**
Baseline Total Positions	**1,468**	**1,734**	**1,759**	**1,772**	**1,816**	**1,832**
Non-Reimbursable	1,420	1,686	1,711	1,724	1,768	1,784
Reimbursable	48	48	48	48	48	48
Full-Time	1,468	1,734	1,759	1,772	1,816	1,832
Full-Time Equivalents	-		-	-	-	-

MTA HEADQUARTERS
July Financial Plan 2012- 2015
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration							
	Managers/Supervisors	399	441	442	442	442	442
	Professional, Technical, Clerical	311	512	536	519	519	519
	Operational Hourlies						
	Total Administration	710	953	978	961	961	961
Operations							
	Managers/Supervisors						
	Professional, Technical, Clerical						
	Operational Hourlies						
	Total Operations	-	-	-	-	-	-
Maintenance							
	Managers/Supervisors						
	Professional, Technical, Clerical						
	Operational Hourlies						
	Total Maintenance	-	-	-	-	-	-
Engineering/Capital							
	Managers/Supervisors						
	Professional, Technical, Clerical						
	Operational Hourlies						
	Total Engineering/Capital	-	-	-	-	-	-
Public Safety							
	Managers/Supervisors	34	38	38	38	39	39
	Professional, Technical, Clerical	69	75	75	75	75	76
	Operational Hourlies (Uniformed)	655	668	668	698	741	756
	Total Public Safety	758	781	781	811	855	871
Total Positions							
	Managers/Supervisors	433	479	480	480	481	481
	Professional, Technical, Clerical	380	587	611	594	594	595
	Operational Hourlies	655	668	668	698	741	756
	Total Baseline Positions	1,468	1,734	1,759	1,772	1,816	1,832

MTA Headquarters

MTA Headquarters includes four distinct components: Policy & Oversight, MTA Consolidated Functions, the Business Service Center, and MTA Security:

- MTA HQ, Policy & Oversight includes MTA Executive Leadership and policy/oversight functions. All aspects of Administration strive to identify opportunities to streamline expenses and increase efficiencies.

- MTA Consolidated Functions includes areas where savings have been achieved through function consolidations or areas where the work can be more efficiently performed at Headquarters. As MTA consolidates functions across the Agencies, it is likely that the net budget change associated with those functions will increase Headquarters' costs, while staffing and expense levels decrease at a higher level at the Agencies.

- The Business Service Center provides shared back-office financial (including Account Receivable beginning in 2011), payroll, procurement, and human resource services to all agencies. While a number of services began operating in January 2011, the full complement of services is expected to become available to all the agencies by spring 2012.

- Public Safety includes the MTA Police which patrols the MTA's commuter railroads, and provides MTA-wide oversight of security and safety services. Public Safety also leads emergency preparedness, and interfaces with multiple city, state and federal law enforcement agencies.

The following table breaks out the MTA HQ personnel Budgets by these categories.

MTA HEADQUARTERS
July Financial Plan 2012-2015
Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

FUNCTION	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
MTA Consolidated Functions	257	258	258	258	258	258
MTA HQ, Policy & Oversight	252	261	261	261	261	261
Business Service Center	201	434	459	442	442	442
Public Safety	758	781	781	811	855	871
Baseline Total Positions	**1,468**	**1,734**	**1,759**	**1,772**	**1,816**	**1,832**
Non-Reimbursable	**1,420**	**1,686**	**1,711**	**1,724**	**1,768**	**1,784**
MTA Consolidated Functions	*234*	*235*	*235*	*235*	*235*	*235*
MTA HQ, Policy & Oversight	*252*	*261*	*261*	*261*	*261*	*261*
Business Service Center	*176*	*409*	*434*	*417*	*417*	*417*
Public Safety	*758*	*781*	*781*	*811*	*855*	*871*
	-	-	-	-	-	-
Reimbursable	**48**	**48**	**48**	**48**	**48**	**48**
MTA Consolidated Functions	*23*	*23*	*23*	*23*	*23*	*23*
MTA HQ, Policy & Oversight	-	-	-	-	-	-
Business Service Center	*25*	*25*	*25*	*25*	*25*	*25*
Public Safety	-	-	-	-	-	-
	-	-	-	-	-	-
Full-Time	*1,468*	*1,734*	*1,759*	*1,772*	*1,816*	*1,832*
Full-Time Equivalents	-	-	-	-	-	-

Note: Actuals reflect headcount vacancies.

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MTA INSPECTOR GENERAL
2012 Preliminary Budget
July Financial Plan 2012-2015

Financial Overview

The budget for the Office of Inspector General for the years 2012-2015 reflect the guidelines and assumptions used by MTA Headquarters.

The Office of Inspector General's budget is predominately driven by the wages and benefits necessary to support our investigative unit, including attorneys, investigators, and personnel with financial investigations expertise; our audit and analysis unit with staff that have qualitative and quantitative analytical skills; and an administrative and support function, including but not limited to personnel for purchasing, information systems, accounting and reception. These resources are used to investigate and audit matters of concern throughout the MTA and its subsidiaries.

2011 Mid-Year Forecast

In the 2011 Mid-Year Forecast a total of $12.8 million is projected in baseline expenses, compared to $13.5 million in the Adopted Budget. The favorable variance is realized from a combination of vacancy savings and reductions in materials and supplies and other business expenses.

Capital project funding for the OIG's information technology network equipment including Storage Area Network and computer servers, which have reached the end of their lifecycle is not included in the Mid-Year Forecast. Replacement costs of approximately $0.6 million have been deferred until 2013 due to the extension of maintenance contracts. The $0.1 million approximate cost of the extension has been included in the EDP maintenance and repairs expense line.

2012 Preliminary Budget – Baseline

In the 2012 Preliminary Budget, a total of $13.6 million is projected in baseline expenses which remain the same as in the February Financial Plan. It provides funding for on-going legal matters and investigations including a confidential investigation shared by the Manhattan District Attorney and the Port Authority Inspector General's offices. The investigation has led to indictments and is continuing.

2013-2015 Projections

The budget for the Office of Inspector General for the years 2013-2015 maintains the base funding from the previous year and provides inflationary growth according to the guidelines and assumptions used by MTA Headquarters.

MTA INSPECTOR GENERAL
July Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
($ in millions)

REIMBURSABLE	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	11.468	12.828	13.572	14.030	14.499	14.919
Total Revenue	**$11.468**	**$12.828**	**$13.572**	**$14.030**	**$14.499**	**$14.919**
Expenses						
Labor:						
Payroll	$6.680	$7.052	$7.404	$7.549	$7.694	$7.837
Overtime	-	-	-	-	-	-
Health and Welfare	0.710	1.013	1.201	1.321	1.452	1.597
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.634	0.777	1.146	1.191	1.239	1.286
Other Fringe Benefits	0.552	0.559	0.597	0.621	0.645	0.670
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	**$8.576**	**$9.401**	**$10.348**	**$10.682**	**$11.030**	**$11.390**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	0.013	0.018	0.023	0.025	0.027	0.030
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.251	0.304	0.259	0.264	0.269	0.276
Professional Service Contracts	0.202	0.525	0.200	0.204	0.208	0.212
Materials & Supplies	0.050	0.070	0.075	0.075	0.077	0.079
Other Business Expenses	2.235	2.412	2.575	2.626	2.678	2.732
Total Non-Labor Expenses	**$2.751**	**$3.329**	**$3.132**	**$3.194**	**$3.259**	**$3.329**
Other Expenses Adjustments:						
Other						
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$11.327**	**$12.730**	**$13.480**	**$13.876**	**$14.289**	**$14.719**
Depreciation	0.141	0.098	0.092	0.154	0.210	0.200
Total Expenses	**$11.468**	**$12.828**	**$13.572**	**$14.030**	**$14.499**	**$14.919**
Baseline Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA INSPECTOR GENERAL
July Financial Plan 2012 - 2015
Cash Receipts & Expenditures
($ in millions)

CASH RECEIPTS AND EXPENDITURES	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	11.642	12.730	13.480	14.476	14.289	14.869
Total Receipts	**$11.642**	**$12.730**	**$13.480**	**$14.476**	**$14.289**	**$14.869**
Expenditures						
Labor:						
Payroll	$6.680	$7.052	$7.404	$7.549	$7.694	$7.837
Overtime	-	-	-	-	-	-
Health and Welfare	0.710	1.013	1.201	1.321	1.452	1.597
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.634	0.777	1.146	1.191	1.239	1.286
Other Fringe Benefits	0.552	0.559	0.597	0.621	0.645	0.670
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	**$8.576**	**$9.401**	**$10.348**	**$10.682**	**$11.030**	**$11.390**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	0.013	0.018	0.023	0.025	0.027	0.030
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.251	0.304	0.259	0.264	0.269	0.276
Professional Service Contracts	0.202	0.525	0.200	0.204	0.208	0.212
Materials & Supplies	0.050	0.070	0.075	0.075	0.077	0.079
Other Business Expenses	2.235	2.412	2.575	2.626	2.678	2.732
Total Non-Labor Expenditures	**$2.751**	**$3.329**	**$3.132**	**$3.194**	**$3.259**	**$3.329**
Other Expenditure Adjustments:						
Other - Operating Capital	$0.315	$0.000	$0.000	$0.600	$0.000	$0.150
Total Other Expenditure Adjustments	**$0.315**	**$0.000**	**$0.000**	**$0.600**	**$0.000**	**$0.150**
Total Expenditures	**$11.642**	**$12.730**	**$13.480**	**$14.476**	**$14.289**	**$14.869**
Baseline Cash Deficit	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA INSPECTOR GENERAL
July Financial Plan 2012 - 2015
Cash Conversion (Cash Flow Adjustments)
($ in millions)

CASH FLOW ADJUSTMENTS	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	0.174	(0.098)	(0.092)	0.446	(0.210)	(0.050)
Total Receipts	**$0.174**	**($0.098)**	**($0.092)**	**$0.446**	**($0.210)**	**($0.050)**
Expenditures						
Labor:						
Payroll	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-
Pensions	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-
Total Non-Labor Expenditures	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenditures Adjustments:						
Other - Operating Capital	($0.315)	$0.000	$0.000	($0.600)	$0.000	($0.150)
Total Other Expenditures Adjustments	**($0.315)**	**$0.000**	**$0.000**	**($0.600)**	**$0.000**	**($0.150)**
Total Cash Conversion Adjustments before Depreciation	**($0.141)**	**($0.098)**	**($0.092)**	**($0.154)**	**($0.210)**	**($0.200)**
Depreciation	0.141	0.098	0.092	0.154	0.210	0.200
Total Cash Conversion Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA INSPECTOR GENERAL
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	$12.828	$13.572	$0.744	$14.030	$0.458	$14.499	$0.469	$14.919	$0.420
Total Revenue	**$12.828**	**$13.572**	**$0.744**	**$14.030**	**$0.458**	**$14.499**	**$0.469**	**$14.919**	**$0.420**
Expenses									
Labor:									
Payroll	$7.052	$7.404	(0.352)	$7.549	(0.145)	$7.694	(0.145)	$7.837	(0.143)
Overtime	-	-	-	-	-	-	-	-	-
Health and Welfare	1.013	1.201	(0.188)	1.321	(0.120)	1.452	(0.131)	1.597	(0.145)
OPEB Current Payment	-	-	-	-	-	-	-	-	-
Pensions	0.777	1.146	(0.369)	1.191	(0.045)	1.239	(0.048)	1.286	(0.047)
Other Fringe Benefits	0.559	0.597	(0.038)	0.621	(0.024)	0.645	(0.024)	0.670	(0.025)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenses	**$9.401**	**$10.348**	**($0.947)**	**$10.682**	**($0.334)**	**$11.030**	**($0.348)**	**$11.390**	**($0.360)**
Non-Labor:									
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-
Insurance	0.018	0.023	(0.005)	0.025	(0.002)	0.027	(0.002)	0.030	(0.003)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.304	0.259	0.045	0.264	(0.005)	0.269	(0.005)	0.276	(0.007)
Professional Service Contracts	0.525	0.200	0.325	0.204	(0.004)	0.208	(0.004)	0.212	(0.004)
Materials & Supplies	0.070	0.075	(0.005)	0.075	0.000	0.077	(0.002)	0.079	(0.002)
MTA Internal Subsidy	-	-	-	-	-	-	-	-	-
Other Business Expenses	2.412	2.575	(0.163)	2.626	(0.051)	2.678	(0.052)	2.732	(0.054)
Total Non-Labor Expenses	**$3.329**	**$3.132**	**$0.197**	**$3.194**	**($0.062)**	**$3.259**	**($0.065)**	**$3.329**	**($0.070)**
Other Expenses Adjustments:									
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$12.730**	**$13.480**	**($0.750)**	**$13.876**	**($0.396)**	**$14.289**	**($0.413)**	**$14.719**	**($0.430)**
Depreciation	0.098	0.092	0.006	0.154	(0.062)	0.210	(0.056)	0.200	0.010
Total Expenses	**$12.828**	**$13.572**	**($0.744)**	**$14.030**	**($0.458)**	**$14.499**	**($0.469)**	**$14.919**	**($0.420)**
Baseline Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**($0.000)**

MTA INSPECTOR GENERAL
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Cash Basis
($ in millions)

CASH RECEIPTS & EXPENDITURES

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Receipts									
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	12.730	13.480	0.750	14.476	0.996	14.289	(0.187)	14.869	0.580
Total Receipts	**$12.730**	**$13.480**	**$0.750**	**$14.476**	**$0.996**	**$14.289**	**($0.187)**	**$14.869**	**$0.580**
Expenditures									
Labor:									
Payroll	7.052	7.404	(0.352)	7.549	(0.145)	7.694	(0.145)	7.837	(0.143)
Overtime	-	-	-	-	-	-	-	-	-
Health and Welfare	1.013	1.201	(0.188)	1.321	(0.120)	1.452	(0.131)	1.597	(0.145)
OPEB Current Payment	-	-	0.000	-	0.000	-	0.000	-	0.000
Pensions	0.777	1.146	(0.369)	1.191	(0.045)	1.239	(0.048)	1.286	(0.047)
Other Fringe Benefits	0.559	0.597	(0.038)	0.621	(0.024)	0.645	(0.024)	0.670	(0.025)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	**$9.401**	**$10.348**	**($0.947)**	**$10.682**	**($0.334)**	**$11.030**	**($0.348)**	**$11.390**	**($0.360)**
Non-Labor:									
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-
Insurance	0.018	0.023	(0.005)	0.025	(0.002)	0.027	(0.002)	0.030	(0.003)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.304	0.259	0.045	0.264	(0.005)	0.269	(0.005)	0.276	(0.007)
Professional Service Contracts	0.525	0.200	0.325	0.204	(0.004)	0.208	(0.004)	0.212	(0.004)
Materials & Supplies	0.070	0.075	(0.005)	0.075	0.000	0.077	(0.002)	0.079	(0.002)
MTA Internal Subsidy	-	-	-	-	-	-	-	-	-
Other Business Expenses	2.412	2.575	(0.163)	2.626	(0.051)	2.678	(0.052)	2.732	(0.054)
Total Non-Labor Expenditures	**$3.329**	**$3.132**	**$0.197**	**$3.194**	**($0.062)**	**$3.259**	**($0.065)**	**$3.329**	**($0.070)**
Other Expenditure Adjustments:									
Other	0.000	0.000	0.000	0.600	(0.600)	0.000	0.600	0.150	(0.150)
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.600**	**($0.600)**	**$0.000**	**$0.600**	**$0.150**	**($0.150)**
Total Expenditures	**$12.730**	**$13.480**	**($0.750)**	**$14.476**	**($0.996)**	**$14.289**	**$0.187**	**$14.869**	**($0.580)**
Baseline Cash Deficit	$0.000	$0.000	0.000	$0.000	0.000	$0.000	0.000	$0.000	0.000

MTA INSPECTOR GENERAL
July Financial Plan 2012 - 2015
Summary of Changes Between Financial Plans by Generic Categories
($ in millions)

REIMBURSABLE

	2011	2012	2013	2014
2010 February Financial Plan - Operating Cash Income/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline:				
Changes				
Revenue:				
Capital and Other Reimbursements	($0.633)	($0.047)	$0.020	$0.105
Sub-Total Revenue Changes	**($0.633)**	**($0.047)**	**$0.020**	**$0.105**
Expenses:				
Payroll	$0.357	$0.168	$0.172	$0.175
Overtime	-	-	-	-
Health and Welfare	(0.009)	(0.112)	(0.140)	(0.174)
OPEB Current Payment	-	-	-	-
Pensions	(0.092)	(0.112)	(0.105)	(0.100)
Other Fringe Benefits	0.023	0.008	0.009	0.008
Reimbursable Overhead	-	-	-	-
Insurance	(0.001)	(0.005)	(0.005)	(0.005)
Claims	-	-	-	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	(0.058)	(0.009)	(0.009)	(0.010)
Professional Service Contracts	0.007	(0.193)	(0.197)	(0.200)
Materials & Supplies	0.040	0.037	0.041	0.041
Other Business Expenses	0.262	0.151	0.158	0.156
Depreciation	0.104	0.114	0.056	0.004
Sub-Total Expense Changes	**$0.633**	**$0.047**	**($0.020)**	**($0.105)**
Cash Adjustments:				
Revenue				
Expense				
Sub-Total Cash Adjustment Changes	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Baseline Changes	***($0.000)***	***$0.000***	***($0.000)***	***$0.000***
Total Changes	***($0.000)***	***$0.000***	***($0.000)***	***$0.000***
2010 July Financial Plan - Operating Cash Income/(Deficit)	**($0.000)**	**$0.000**	**($0.000)**	**$0.000**

MTA INSPECTOR GENERAL
July Financial Plan 2012 - 2015
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time Positions/Full Time Equivalents

FUNCTION/DEPARTMENT	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
Office of the Inspector General	77	86	86	86	86	86
Total Administration	**77**	**86**	**86**	**86**	**86**	**86**
Baseline Total Positions	**77**	**86**	**86**	**86**	**86**	**86**
Non-Reimbursable	0	0	0	0	0	0
Reimbursable	77	86	86	86	86	86
Total	**77**	**86**	**86**	**86**	**86**	**86**
Total Full-Time	77	86	86	86	86	86
Total Full-Time Equivalents	0	0	0	0	0	0

First Mutual Transportation Assurance Co. (FMTAC)

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
2012 Preliminary Budget
July Financial Plan 2012 - 2015

FINANCIAL OVERVIEW

For all years of the July Plan, FMTAC generates a net cash deficit of zero, which is the true cash impact of FMTAC on MTA cash balances. FMTAC cash reserves are separate and distinct from MTA and are necessary to maintain the appropriate capital and reserve levels pursuant to the State of New York Insurance guidelines.

Insurance premiums from the Agencies (revenue) are recorded as credits to the Insurance expense line. Premiums are increasing 10% annually, except for the Paratransit policy which is increasing 20% annually and is reflective of trends associated with new carriers.

Additional expenses consist primarily of Claims and Other Business Expenses.

2011 Mid-Year Forecast

In the 2011 Mid-Year Forecast, a total of $51.250 million is projected in the Baseline Surplus compared to the $67.692 million Baseline Deficit in the 2011 Adopted Budget. This consists of a decrease of $15.084 million in revenues as well as an increase in expenses of $1.358 million. The unfavorable outcome is primarily due to lower Investment Income than projected in the 2011 Adopted Budget. Claims are based on actuarial analysis of claim activity. Revenue and Other Business Expenses are based on trending actual results through April 2011.

2012 Preliminary Budget

In the 2012 Preliminary Budget, a total of $50.289 million is projected in the Baseline Surplus compared to the $74.059 million Baseline Deficit in the February Plan. This consists of a decrease of $15.390 million in revenues as well as an increase in expenses of $8.380 million. The unfavorable outcome is primarily due to lower Investment Income then projected in the 2011 Adopted Budget. Claims are based on actuarial analysis of claim activity on an estimated basis.

2013 – 2015 Projections

2013 – 2015 Projections are representative of 2011 projections adjusted for market-driven increases. Investment Income and Other Operating Revenue are estimated to increase over 2011 projections at a rate equal to CPI. Claims are based on actuarial analysis of projected claims activities and adjustments, whether favorable or unfavorable in required reserves. Other Business Expenses are estimated to increase over 2011 at a rate of 2% each year.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Operating Revenue						
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	18.324	33.738	34.312	34.977	35.694	36.394
Investment Income	11.526	5.400	5.492	5.598	5.713	5.825
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	**$29.850**	**$39.138**	**$39.803**	**$40.576**	**$41.407**	**$42.219**
Operating Expenses						
Labor:						
Payroll	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
Pensions	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	(98.584)	(91.211)	(98.115)	(108.056)	(121.111)	(137.491)
Claims	90.159	71.038	79.407	88.637	96.282	102.812
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	9.361	8.061	8.222	8.387	8.554	8.725
Total Non-Labor Expenses	**$0.936**	**($12.112)**	**($10.486)**	**($11.032)**	**($16.275)**	**($25.954)**
Other Expenses Adjustments:						
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$0.936**	**($12.112)**	**($10.486)**	**($11.032)**	**($16.275)**	**($25.954)**
Depreciation	-	-	-	-	-	-
Total Expenses	**$0.936**	**($12.112)**	**($10.486)**	**($11.032)**	**($16.275)**	**($25.954)**
Baseline Surplus/(Deficit)	**$28.914**	**$51.250**	**$50.289**	**$51.608**	**$57.682**	**$68.172**

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2012-2015
Cash Receipts & Expenditures
($ in millions)

CASH RECEIPTS AND EXPENDITURES

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	18.324	33.738	34.312	34.977	35.694	36.394
Investment Income	11.526	5.400	5.492	5.598	5.713	5.825
Capital and Other Reimbursements	-	-	-	-	-	-
Total Receipts	**$29.850**	**$39.138**	**$39.803**	**$40.576**	**$41.407**	**$42.219**
Expenditures						
Labor:						
Payroll	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
Pensions	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	(98.584)	(91.211)	(98.115)	(108.056)	(121.111)	(137.491)
Claims	90.159	61.239	68.455	76.179	83.002	88.631
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	9.361	8.061	8.222	8.387	8.554	8.725
Total Non-Labor Expenditures	**$0.936**	**($21.911)**	**($21.438)**	**($23.490)**	**($29.555)**	**($40.135)**
Other Expenditure Adjustments:						
Other - Restricted Cash Adjustment	$28.914	$61.049	$61.241	$64.066	$70.962	$82.353
Total Other Expenditure Adjustments	**$28.914**	**$61.049**	**$61.241**	**$64.066**	**$70.962**	**$82.353**
Total Expenditures	**$29.850**	**$39.138**	**$39.803**	**$40.576**	**$41.407**	**$42.219**
Baseline Cash Deficit	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2012-2015
Cash Conversion (Cash Flow Adjustments)
($ in millions)

CASH FLOW ADJUSTMENTS	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	-	-	-	-	-	-
Total Receipts	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Expenditures						
Labor:						
Payroll	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
Pensions	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	9.799	10.952	12.458	13.280	14.181
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-
Total Non-Labor Expenditures	**$0.000**	**$9.799**	**$10.952**	**$12.458**	**$13.280**	**$14.181**
Other Expenditures Adjustments:						
Other	($28.914)	($61.049)	($61.241)	($64.066)	($70.962)	($82.353)
Total Other Expenditures Adjustments	**($28.914)**	**($61.049)**	**($61.241)**	**($64.066)**	**($70.962)**	**($82.353)**
Total Cash Conversion Adjustments before Depreciation	**($28.914)**	**($51.250)**	**($50.289)**	**($51.608)**	**($57.682)**	**($68.172)**
Depreciation Adjustment	-	-	-	-	-	-
Total Cash Conversion Adjustments	**($28.914)**	**($51.250)**	**($50.289)**	**($51.608)**	**($57.682)**	**($68.172)**

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Baseline

Revenue

Investment Income

- A majority of Investment income is derived through FMTAC based on the investments managed by Dwight Asset Management and held by Bank of New York Mellon.

- Investment income is projected based on the MTA Region All Urban Consumer CPI inflation rates as provided in the Economic and Demographic Forecasts April 12, 2011.

Expenses

Insurance

- Insurance (premiums paid to FMTAC) is from the 2011 Mid-Year Forecast of the MTA Summary & Detailed Agency Insurance Cash Budgets and are based on increases in the market as well as projected claims expense and reserve adjustments.

- Insurance (premiums) is estimated to increase approximately 10% each year for 2012 – 2015, except the Paratransit policy which is increasing 20% annually due to anticipated increases in exposure associated with new carriers.

Claims

- Claims for 2012 – 2015 are based on actuarial analysis of projected claims activities and adjustments, whether favorable or unfavorable in required reserves

Other Business Expenses

- Other Business Expenses for 2012 – 2015 increase by 2% annually and are representative of general inflation for professional services and expenses not directly related to claims.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	**2012**	**Change 2012 - 2011**	**2013**	**Change 2013 - 2012**	**2014**	**Change 2014 - 2013**	**2015**	**Change 2015 - 2014**
Revenue									
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Operating Revenue	33.738	34.312	0.574	34.977	0.666	35.694	0.717	36.394	0.700
Investment Income	5.400	5.492	0.092	5.598	0.107	5.713	0.115	5.825	0.112
Capital and Other Reimbursement									
Total Revenue	**$39.138**	**$39.803**	**$0.665**	**$40.576**	**$0.772**	**$41.407**	**$0.832**	**$42.219**	**$0.812**
Expenses									
Labor:									
Payroll	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Overtime	-	-	0.000	-	0.000	-	0.000	-	0.000
Health and Welfare	-	-	0.000	-	0.000	-	0.000	-	0.000
OPEB Current Payment	-	-	0.000	-	0.000	-	0.000	-	0.000
Pensions	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Fringe Benefits	-	-	0.000	-	0.000	-	0.000	-	0.000
Reimbursable Overhead	-	-	0.000	-	0.000	-	0.000	-	0.000
Total Labor Expenses	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:									
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	0.000	-	0.000	-	0.000	-	0.000
Insurance	(91.211)	(98.115)	6.904	(108.056)	9.941	(121.111)	13.055	(137.491)	16.380
Claims	71.038	79.407	(8.369)	88.637	(9.230)	96.282	(7.645)	102.812	(6.530)
Paratransit Service Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Maintenance and Other Operating Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Professional Service Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Materials & Supplies	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Business Expenses	8.061	8.222	(0.161)	8.387	(0.164)	8.554	(0.168)	8.725	(0.171)
Total Non-Labor Expenses	**($12.112)**	**($10.486)**	**($1.626)**	**($11.032)**	**$0.547**	**($16.275)**	**$5.242**	**($25.954)**	**$9.679**
Other Expenses Adjustments:									
Other	-	-	0.000	-	0.000	-	0.000	-	0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**($12.112)**	**($10.486)**	**($1.626)**	**($11.032)**	**$0.547**	**($16.275)**	**$5.242**	**($25.954)**	**$9.679**
Depreciation	-	-	0.000	-	0.000	-	0.000	-	0.000
Total Expenses	**($12.112)**	**($10.486)**	**($1.626)**	**($11.032)**	**$0.547**	**($16.275)**	**$5.242**	**($25.954)**	**$9.679**
Baseline Surplus/(Deficit)	**$51.250**	**$50.289**	**($0.961)**	**$51.608**	**$1.319**	**$57.682**	**$6.074**	**$68.172**	**$10.490**

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2012-2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

CASH RECEIPTS & EXPENDITURES

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Receipts									
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Operating Revenue	33.738	34.312	0.574	34.977	0.666	35.694	0.717	36.394	0.700
Investment Income	5.400	5.492	0.092	5.598	0.107	5.713	0.115	5.825	0.112
Capital and Other Reimbursement									
Total Receipts	**$39.138**	**$39.803**	**$0.665**	**$40.576**	**$0.772**	**$41.407**	**$0.832**	**$42.219**	**$0.812**
Expenditures									
Labor:									
Payroll	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Overtime	-	-	0.000	-	0.000	-	0.000	-	0.000
Health and Welfare	-	-	0.000	-	0.000	-	0.000	-	0.000
OPEB Current Payment	-	-	0.000	-	0.000	-	0.000	-	0.000
Pensions	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Fringe Benefits	-	-	0.000	-	0.000	-	0.000	-	0.000
Reimbursable Overhead	-	-	0.000	-	0.000	-	0.000	-	0.000
Total Labor Expenditures	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Labor:									
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	-	-	0.000	-	0.000	-	0.000	-	0.000
Insurance	(91.211)	(98.115)	6.904	(108.056)	9.941	(121.111)	13.055	(137.491)	16.380
Claims	61.239	68.455	(7.216)	76.179	(7.724)	83.002	(6.823)	88.631	(5.629)
Paratransit Service Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Maintenance and Other Operating Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Professional Service Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Materials & Supplies	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Business Expenses	8.061	8.222	(0.161)	8.387	(0.164)	8.554	(0.168)	8.725	(0.171)
Total Non-Labor Expenditures	**($21.911)**	**($21.438)**	**($0.473)**	**($23.490)**	**$2.053**	**($29.555)**	**$6.064**	**($40.135)**	**$10.580**
Other Expenditure Adjustments:									
Other	61.049	61.241	(0.192)	64.066	(2.825)	70.962	(6.896)	82.353	(11.391)
Total Other Expenditure Adjustments	**$61.049**	**$61.241**	**($0.192)**	**$64.066**	**($2.825)**	**$70.962**	**($6.896)**	**$82.353**	**($11.391)**
Total Expenditures	**$39.138**	**$39.803**	**($0.665)**	**$40.576**	**($0.772)**	**$41.407**	**($0.832)**	**$42.219**	**($0.812)**
Baseline Cash Deficit	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2012-2015
Summary of Major Plan-to-Plan Changes

2011 – 2014 July Financial Plan vs February Financial Plan

Revenue

Revenue changes from the February Plan over the 2011 – 2014 periods include:

- A decrease baseline estimate for 2011 and 2012 due to a decrease in investment income for the first four months of 2011.

Expenses

Expense changes from the February Plan over the 2011 – 2014 periods include:

- An increase in Insurance (premium revenue) as projected in the 2011 Mid-Year Forecast of the MTA Summary & Detailed Agency Insurance Cash Budgets.

- Rises in Claim expense are based on updated actuarial reports.

- Other Business Expense decreased due to updated estimates based on actual results through April 2011. The inflation rate for Other Business Expense is expected to increase 2% per year.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2012-2015
Changes Between Financial Plans by Generic Categories
($ in millions)

NON-REIMBURSABLE

	2011	2012	2013	2014
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Changes				
Revenue				
Farebox Revenue				
Vehicle Toll Revenue				
Other Operating Revenue	1.942	1.947	1.949	2.091
Investment Income	(17.027)	(17.336)	(17.698)	(17.989)
Capital and Other Reimbursement				
Total Revenue Changes	($15.085)	($15.390)	($15.748)	($15.898)
Expenses				
Labor:				
Payroll				
Health and Welfare				
OPEB Current Payment				
Pensions				
Other Fringe Benefits				
Reimbursable Overhead				
Total Labor Expense Changes	$.000	$.000	$.000	$.000
Non-Labor:				
Traction and Propulsion Power				
Fuel for Buses and Trains				
Insurance	$6.250	($.297)	($5.646)	($10.600)
Claims	($7.800)	($8.279)	($12.237)	($13.803)
Paratransit Service Contracts				
Maintenance and Other Operating Contracts				
Materials & Supplies				
Other Business Expenses	.192	.196	.199	.204
Total Non-Labor Expense Changes	($1.358)	($8.380)	($17.684)	($24.199)
Total Expenses before Depreciation and GASB Adjs.				
Depreciation				
OPEB Obligation				
Environmental Remediation				
Total Expense Changes	($1.358)	($8.380)	($17.684)	($24.199)
Cash Adjustment Changes				
Revenue:				
Other Operating Revenue	0.000	0.000	0.000	0.000
Expenses:				
Claims	2.524	2.217	3.076	3.151
Other Business Expenses				
Total Expense Changes	$2.524	$2.217	$3.076	$3.151
Restricted Cash Adjustment	13.919	21.553	30.356	36.946
Total Cash Adjustment Changes	**$16.443**	**$23.770**	**$33.432**	**$40.097**
Total Baseline Changes	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2012-2015
Summary of Major Programmatic Changes Between Financial Plans
($ in millions)

NON-REIMBURSABLE and REIMBURSABLE	**2011**	**2012**	**2013**	**2014**
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Non-Reimbursable Major Changes				
Revenue	($15.085)	($15.390)	($15.748)	($15.898)
Sub-Total Non-Reimbursable Revenue Changes	**($15.085)**	**($15.390)**	**($15.748)**	**($15.898)**
Expenses	($1.358)	($8.380)	($17.684)	($24.199)
Sub-Total Non-Reimbursable Expense Changes	**($1.358)**	**($8.380)**	**($17.684)**	**($24.199)**
Total Non-Reimbursable Major Changes	***($16.443)***	***($23.770)***	***($33.432)***	***($40.097)***
Reimbursable Major Changes				
Revenue				
Sub-Total Reimbursable Revenue Changes				
Expenses				
Sub-Total Reimbursable Expense Changes				
Total Reimbursable Major Changes	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Accrual Changes	**($16.443)**	**($23.770)**	**($33.432)**	**($40.097)**
Cash Adjustment Changes	***$16.443***	***$23.770***	***$33.432***	***$40.097***
Total Cash Adjustment Changes	**$16.443**	**$23.770**	**$33.432**	**$40.097**
Total Baseline Changes	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**

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New York City Transit

MTA NEW YORK CITY TRANSIT
2012 Preliminary Budget
July Financial Plan 2012 – 2015

FINANCIAL OVERVIEW

MTA New York City Transit remains committed to providing safe, secure and reliable services despite the lingering impact of the economy on the region's transportation network. The July Financial Plan contains funding for four major initiatives critical to meeting NYCT's operational and maintenance needs. All other expense changes are either from re-estimates, or adjustments reflecting the impact of inflation.

Major programmatic initiatives, included in this financial plan, are summarized as follows:

- **Signals Maintenance –** In order to remedy underperformance of signal inspections and maintenance, it is planned to phase-in 98 positions in 2011 with a cost of $9.0 million, reaching total required additional positions of 161 in 2012 with an annual additional cost of $14.4 million.

  Due to the tightening of safety rules and restrictions on track access, Signals has not completed all of its scheduled inspection and maintenance tasks. The actual percentage of work completed in 2010 was estimated to be 68% compared with the goal level of 95%. This underperformance has occurred for some years but was masked by significant falsification of maintenance records. This problem was discovered last year, thoroughly investigated, and a number of management changes made in response.

  In the near term, NYCT has addressed the underperformance problem by performing additional maintenance on overtime and utilizing new quality control procedures to ensure the proper recording of work accomplished. During January-April 2011, Signals utilized 100 additional equivalent positions on overtime to boost performance. This effort increased the percentage of scheduled maintenance completed from 68% to 84%. NYCT is now in the process of adding 98 employees to reduce overtime to a reasonable level.

  For 2012 NYCT has established a goal to increase the percentage of scheduled maintenance completed from the current 84% to 95%. To reach this goal, the 2012 budget includes 161 additional positions, an incremental increase of 63 positions from the 98 added in 2010. This incremental investment, however, is based on a preliminary estimate of the requirements necessary to reach the maintenance goal level, and actual requirements will vary from this estimate.

- **R32 SMS –** Due to the accelerated retirement of R44 cars caused by structural defects, the older 222 R32 car fleet is required to remain in service beyond their normal service life. The R32 cars are currently 47 years old and already well past the standard expected useful life of 40 years. Now these cars will be required to remain in service for at least another 6 years until 2017 when new R179 cars are delivered.

  The R32 cars received their last SMS work in 2007 and require a new SMS cycle to maintain acceptable performance levels for the next six years. R32 car MDBF is the worst by far of any car fleet now in revenue service; in April 2011 12-month average MDBF for the R32 fleet was just 57,210 compared with a fleet-wide average of 171,553 for the same period. The failure to perform this needed SMS cycle would result in unacceptable further deterioration of this already low level of performance. The R32 SMS cycle will require an addition of 52 positions and costs of $7.9 million per year for three years.

- **Elevator and Escalator Maintenance –** An additional 29 positions with annual costs of $2.6 million are required in order to improve safety and reliability.

  Current elevator and escalator availability is below goal. In the first quarter of 2011, for example, escalator availability was 3.6% below the goal of 96%. This performance, furthermore, understates the actual customer impact of equipment unavailability as it excludes downtime for actual maintenance. Efforts are underway to identify more effective maintenance practices to improve the performance level, at a minimum to meet the current availability goals. The increase in maintenance headcount of 29 positions will facilitate the achievement of this goal.

- **Work Experience Program –** This program, under which public assistance recipients perform station and car cleaning tasks, was originally established in 1998 and then cancelled in 2008. This reinstatement of the program requires 20 positions with an annual cost of $2.8 million for program management. NYCT projects there will be 1,000 WEP participants in the program by the end of 2011. These 1,000 participants are expected to perform cleaning tasks equivalent to 225 regular NYCT Cleaners, representing a substantial boost to this workforce. It is expected that this initiative will result in substantial improvements in station and car cleanliness.

Gap Closing Measures (2011 Budget Reduction Program including Inventory Reductions), with planned savings of $33.5 million and 31 positions in 2011, and average savings of $23.1 million and 21 positions in each of the out-years, are summarized as follows:

- **Insurance and fuel savings related to Paratransit fleet reduction** of $6.4 million in 2011, $8.9 million in 2012, $11.0 million in 2013 and $13.7 million in 2014. The fleet reduction resulted from a shift of trips to alternative transportation such as voucher and taxi service as well as fixed route.

- **Health & Welfare projected savings** of $5.9 million for each year based on results of a Dependent Eligibility Verification Audit (DEVA). Specifically, these savings result from terminating benefit coverage of 4,300 spouses not meeting eligibility criteria.

- **CNG Fuel Tax Credit** reinstatement for 2010/2011 with receipts of $6.8 million to be received in 2011 and $1.0 million to be received in 2012.

- **More efficient coverage of B Division tower operations,** resulting in a reduction of 18 positions and savings of $1.7 million in 2011 and $2.0 million in subsequent years.

- Air compressors on the R68 and R68A cars are planned to be replaced during scheduled maintenance (SMS) with **energy efficient oil-less compressors,** resulting in increased performance while lowering maintenance and hazardous material disposal costs. This action is planned to reduce 13 positions and save $1.7 million in 2011 and to reduce 3 positions and save $0.3 million in subsequent years.

- **Bus OTPS Reductions** of $3.0 million in 2011 are based on a continuation of 2010 savings in several areas, including facilities maintenance and repairs, water and sewer charges, other outside service contracts, training materials, printing and stationery, and the use of reusable materials.

- **R44 Disposal savings** of $2.2 million in 2011 and $1.2 million in 2012, based on a change in assumption from reefing to less costly land-based disposal.

- **Additional Inventory Reductions** of $3.0 million in 2011

- **Other Savings** of $2.9 million in 2011 and $1.9 million in subsequent years include reduced expenditures for DCAS services, reductions in IT project materials and consulting costs, and a continuation from 2010 savings regarding paratransit non-transportation costs.

2011 Mid-Year Forecast

MTA NYC Transit's 2011 Mid-Year Forecast includes total expenses before depreciation and other post-employment benefits of $7,246.8 million, consisting of $6,295.8 million non-reimbursable expenses and $951.0 million of reimbursable expenses. Total revenues are projected to be $4,858.7 million, of which $3,907.7 million are operating revenues and $951.0 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 45,719 (40,826 non-reimbursable positions and 4,893 reimbursable positions).

The 2011 net operating cash deficit is projected to increase by $7.7 million from the 2011 Adopted Budget.

Major operating cash changes include:

- Updated inflation assumptions resulting in an increase in expenses of $17.5 million, primarily due to $38.6 million from higher fuel price projections partly offset by $12.7 million of lower electric power price projections

- Programmatic initiatives requiring additional expenses of $13.7 million, mostly for signals maintenance requirements

- Unfavorable cash adjustment changes of $16.3 million, mostly due to the timing of 2010 results impacting 2011

- Budget Reduction Program savings of $30.5 million (see program details at the beginning of this narrative)

Reimbursable expenses are projected to decrease in 2011 by a net $2.2 million, due to a significant reduction in force of 370 in administrative positions, mostly offset by additional programmatic construction requirements in projects such as Replacement of Battery Cable, AC-DC Line Control Relay and Central Substation Cable. This decrease is offset by a corresponding reimbursement decrease.

Total baseline positions are projected to increase by 142, including a non-reimbursable increase of 316 and a reimbursable decrease of 174. The non-reimbursable increase is due mostly to a 224 position increase in support of several programmatic initiatives, which are summarized at the beginning of this narrative, and station staffing/departmental adjustments/requirements. The reduction in reimbursable positions is due to a significant reduction in reimbursable administrative force of 370, partly offset by programmatic construction project requirements.

2012 Preliminary Budget

MTA New York City Transit's 2012 Preliminary Budget includes total expenses before depreciation and other post-employment benefits of $7,622.7 million, consisting of $6,715.2 million of non-reimbursable expenses and $907.4 million of reimbursable expenses. Total revenues are projected to be $4,916.6 million, of which $4,009.2 million are operating revenues and $907.4 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 45,573, including 40,915 non-reimbursable positions and 4,658 reimbursable positions.

The 2012 net operating cash deficit is projected to increase by $71.3 million from the February Financial Plan. Major operating cash variances include:

- Increased pension costs of $33.9 million, based on current actuarial information
- Programmatic initiatives requiring additional expenses of $30.5 million, mostly for signals maintenance and R32 scheduled maintenance (SMS) requirements
- Updated inflation assumptions resulting in an increase in expenses of $28.0 million, primarily due to $35.6 million from higher fuel price projections
- Budget Reduction Program savings of $21.1 million (see program details at the beginning of this narrative)

Reimbursable expenses are projected to decrease in 2012 by a net $19.1 million, due to a significant reduction in force of 369 positions, partly offset by additional programmatic construction requirements in projects such as AC-DC Line Control Relay and Central Substation Cable. This decrease is offset by a corresponding reimbursement decrease.

Total baseline positions are projected to increase by 221, including a non-reimbursable increase of 480 and a reimbursable decrease of 259. The non-reimbursable increase is due mostly to a 356 position increase in support of several programmatic initiatives, which are summarized at the beginning of this narrative, and station staffing/departmental adjustments/requirements. The reduction in reimbursable positions is due to a significant reduction in force of 369, partly offset by programmatic construction project requirements.

2013-2014 Projections

Net operating cash deficits are projected to increase by $47.3 million in 2013 and $30.1 million in 2014 relative to the February Financial Plan. Major operating cash changes include:

- Updated inflation assumptions resulting in increases in expenses of $40.2 million in 2013 and $50.8 million in 2014, primarily due to higher fuel price projections

- Programmatic initiatives requiring additional expenses of $30.5 million for both 2013 and 2014, mostly for signals maintenance and R32 scheduled maintenance (SMS) requirements

- Decreased pension costs of $27.0 million in 2014, based on current actuarial information

- Budget Reduction Program savings of $21.0 million in 2013 and $23.6 million in 2014 (see program details at the beginning of this narrative)

Reimbursable expenses are projected to decrease by a net $30.7 million in 2013 and by a net $32.8 million in 2014, due primarily to a significant reduction in force of 368 positions. This decrease is offset by a corresponding reimbursement decrease.

Total baseline positions are projected to increase by 60 in 2013 and by 129 in 2014. The 2013 increase includes a non-reimbursable increase of 385 and a reimbursable decrease of 325. The 2014 increase includes a non-reimbursable increase of 465 and a reimbursable decrease of 336. The non-reimbursable increase is due mostly to a 356 position increase in both 2013 and 2014 in support of several programmatic initiatives, which are summarized at the beginning of this narrative. The reduction in reimbursable positions is due primarily to a significant reduction in force of 368 each year.

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Operating Revenue						
Farebox Revenue:						
Subway	$2,398.466	$2,663.633	$2,721.883	$2,758.982	$2,806.262	$2,848.612
Bus	838.969	875.428	890.457	897.456	906.748	914.559
Paratransit	15.356	17.588	20.399	23.631	27.348	31.623
Fare Media Liability	66.897	56.092	56.221	52.221	52.221	52.221
Farebox Revenue	**$3,319.688**	**$3,612.741**	**$3,688.960**	**$3,732.290**	**$3,792.579**	**$3,847.015**
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:						
Fare Reimbursement	84.017	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	87.200	105.129	127.626	150.867	177.641	209.842
Other	111.284	105.809	108.592	112.381	116.343	120.450
Other Operating Revenue	282.501	294.954	320.234	347.264	378.000	414.308
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	**$3,602.189**	**$3,907.695**	**$4,009.194**	**$4,079.554**	**$4,170.579**	**$4,261.323**
Expenses						
Labor:						
Payroll	$2,827.360	$2,831.292	$2,864.714	$2,860.918	$2,922.088	$2,969.578
Overtime	224.273	278.068	262.479	261.656	266.025	270.783
Total Salaries & Wages	**$3,051.633**	**$3,109.360**	**$3,127.193**	**$3,122.574**	**$3,188.113**	**$3,240.361**
Health and Welfare	500.749	527.588	582.790	635.485	699.131	763.563
OPEB Current Payment	265.361	268.494	310.882	350.919	388.361	429.809
Pensions	749.179	776.674	925.023	929.838	980.635	1,023.121
Other Fringe Benefits	304.010	249.260	255.193	259.694	266.634	271.774
Total Fringe Benefits	1,819.299	1,822.016	2,073.888	2,175.936	2,334.761	2,488.267
Reimbursable Overhead	(231.009)	(221.562)	(205.065)	(194.064)	(195.580)	(198.825)
Total Labor Expenses	**$4,639.923**	**$4,709.814**	**$4,996.016**	**$5,104.446**	**$5,327.294**	**$5,529.803**
Non-Labor:						
Traction and Propulsion Power	$180.342	$190.787	$204.865	$226.694	$251.963	$275.967
Fuel for Buses and Trains	121.202	154.382	166.696	175.247	180.070	190.741
Insurance	56.362	57.436	68.387	83.227	101.596	124.440
Claims	125.632	78.083	78.083	78.083	78.083	78.083
Paratransit Service Contracts	379.761	384.436	462.338	553.246	659.836	773.026
Maintenance and Other Operating Contracts	208.183	249.398	253.145	265.060	273.552	289.662
Professional Service Contracts	106.924	94.946	101.643	103.934	107.453	108.817
Materials & Supplies	276.434	308.986	314.082	333.812	350.600	364.990
Other Business Expenses	59.162	67.495	69.979	72.243	73.696	75.108
Total Non-Labor Expenses	**$1,514.002**	**$1,585.949**	**$1,719.218**	**$1,891.546**	**$2,076.849**	**$2,280.834**
Other Expense Adjustments:						
Other	1.340	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**$1.340**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjustments	**$6,155.265**	**$6,295.763**	**$6,715.234**	**$6,995.992**	**$7,404.143**	**$7,810.637**
Depreciation	$1,289.637	$1,400.000	$1,475.000	$1,550.000	$1,625.000	$1,700.000
OPEB Obligation	881.439	918.747	929.883	943.779	962.640	979.780
Environmental Remediation	10.667	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$8,337.008**	**$8,614.510**	**$9,120.117**	**$9,489.771**	**$9,991.783**	**$10,490.417**
Net Surplus/(Deficit)	**($4,734.819)**	**($4,706.815)**	**($5,110.923)**	**($5,410.217)**	**($5,821.204)**	**($6,229.094)**

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
($ in millions)

REIMBURSABLE	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	981.908	951.022	907.430	871.273	880.468	896.326
Total Revenue	**$981.908**	**$951.022**	**$907.430**	**$871.273**	**$880.468**	**$896.326**
Expenses						
Labor:						
Payroll	$393.562	$393.727	$377.612	$362.560	$363.958	$369.601
Overtime	92.741	75.099	70.024	68.817	69.829	71.087
Total Salaries & Wages	**$486.303**	**$468.826**	**$447.636**	**$431.377**	**$433.787**	**$440.688**
Health and Welfare	20.629	22.142	24.015	26.111	28.558	31.214
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	18.207	19.061	18.539	18.644	20.120	21.496
Other Fringe Benefits	116.580	116.028	111.647	105.987	106.430	108.110
Total Fringe Benefits	155.416	157.231	154.201	150.742	155.108	160.820
Reimbursable Overhead	231.009	221.562	205.065	194.064	195.580	198.825
Total Labor Expenses	**$872.728**	**$847.619**	**$806.902**	**$776.183**	**$784.475**	**$800.333**
Non-Labor:						
Traction and Propulsion Power	$0.094	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.246	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.189	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	1.102	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	34.941	33.565	33.321	33.321	34.224	34.224
Professional Service Contracts	16.351	14.560	14.171	14.247	14.247	14.247
Materials & Supplies	55.404	54.716	52.476	46.961	46.962	46.962
Other Business Expenses	0.853	0.562	0.560	0.561	0.560	0.560
Total Non-Labor Expenses	**$109.180**	**$103.403**	**$100.528**	**$95.090**	**$95.993**	**$95.993**
Other Expense Adjustments:						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$981.908**	**$951.022**	**$907.430**	**$871.273**	**$880.468**	**$896.326**
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$981.908**	**$951.022**	**$907.430**	**$871.273**	**$880.468**	**$896.326**
Net Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Farebox Revenue:						
Subway	$2,398.466	$2,663.633	$2,721.883	$2,758.982	$2,806.262	$2,848.612
Bus	838.969	875.428	890.457	897.456	906.748	914.559
Paratransit	15.356	17.588	20.399	23.631	27.348	31.623
Fare Media Liability	66.897	56.092	56.221	52.221	52.221	52.221
Farebox Revenue	**$3,319.688**	**$3,612.741**	**$3,688.960**	**$3,732.290**	**$3,792.579**	**$3,847.015**
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:						
Fare Reimbursement	84.017	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	87.200	105.129	127.626	150.867	177.641	209.842
Other	111.284	105.809	108.592	112.381	116.343	120.450
Other Operating Revenue	282.501	294.954	320.234	347.264	378.000	414.308
Capital and Other Reimbursements	981.908	951.022	907.430	871.273	880.468	896.326
Total Revenue	**$4,584.097**	**$4,858.717**	**$4,916.624**	**$4,950.827**	**$5,051.047**	**$5,157.649**
Expenses						
Labor:						
Payroll	$3,220.922	$3,225.019	$3,242.326	$3,223.478	$3,286.046	$3,339.179
Overtime	317.014	353.167	332.503	330.473	335.854	341.870
Total Salaries & Wages	**$3,537.936**	**$3,578.186**	**$3,574.829**	**$3,553.951**	**$3,621.900**	**$3,681.049**
Health and Welfare	521.378	549.730	606.805	661.596	727.689	794.777
OPEB Current Payment	265.361	268.494	310.882	350.919	388.361	429.809
Pensions	767.386	795.735	943.562	948.482	1,000.755	1,044.617
Other Fringe Benefits	420.590	365.288	366.840	365.681	373.064	379.884
Total Fringe Benefits	1,974.715	1,979.247	2,228.089	2,326.678	2,489.869	2,649.087
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	**$5,512.651**	**$5,557.433**	**$5,802.918**	**$5,880.629**	**$6,111.769**	**$6,330.136**
Non-Labor:						
Traction and Propulsion Power	$180.436	$190.787	$204.865	$226.694	$251.963	$275.967
Fuel for Buses and Trains	121.448	154.382	166.696	175.247	180.070	190.741
Insurance	56.362	57.436	68.387	83.227	101.596	124.440
Claims	125.821	78.083	78.083	78.083	78.083	78.083
Paratransit Service Contracts	380.863	384.436	462.338	553.246	659.836	773.026
Maintenance and Other Operating Contracts	243.124	282.963	286.466	298.381	307.776	323.886
Professional Service Contracts	123.275	109.506	115.814	118.181	121.700	123.064
Materials & Supplies	331.838	363.702	366.558	380.773	397.562	411.952
Other Business Expenses	60.015	68.057	70.539	72.804	74.256	75.668
Total Non-Labor Expenses	**$1,623.182**	**$1,689.352**	**$1,819.746**	**$1,986.636**	**$2,172.842**	**$2,376.827**
Other Expense Adjustments:						
Other	1.340	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**$1.340**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjustments	**$7,137.173**	**$7,246.785**	**$7,622.664**	**$7,867.265**	**$8,284.611**	**$8,706.963**
Depreciation	$1,289.637	$1,400.000	$1,475.000	$1,550.000	$1,625.000	$1,700.000
OPEB Obligation	881.439	918.747	929.883	943.779	962.640	979.780
Environmental Remediation	10.667	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$9,318.916**	**$9,565.532**	**$10,027.547**	**$10,361.044**	**$10,872.251**	**$11,386.743**
Net Surplus/(Deficit)	**($4,734.819)**	**($4,706.815)**	**($5,110.923)**	**($5,410.217)**	**($5,821.204)**	**($6,229.094)**

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012 - 2015
Cash Receipts & Expenditures
($ in millions)

CASH RECEIPTS AND EXPENDITURES	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$3,311.641	$3,624.471	$3,687.491	$3,742.221	$3,796.810	$3,851.246
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:						
Fare Reimbursement	84.000	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	85.400	105.882	127.454	150.762	177.514	209.636
Other	115.800	106.309	109.592	113.381	117.343	121.450
Other Operating Revenue	285.200	296.207	321.062	348.159	378.873	415.102
Capital and Other Reimbursements	943.666	1,010.227	915.790	878.303	878.049	892.516
Total Receipts	**$4,540.507**	**$4,930.905**	**$4,924.343**	**$4,968.683**	**$5,053.732**	**$5,158.864**
Expenditures						
Labor:						
Payroll	$3,209.400	$3,235.872	$3,209.856	$3,200.441	$3,260.513	$3,312.422
Overtime	312.300	354.356	329.173	328.111	333.244	339.131
Total Salaries & Wages	**$3,521.700**	**$3,590.228**	**$3,539.029**	**$3,528.552**	**$3,593.757**	**$3,651.553**
Health and Welfare	500.600	561.179	602.085	656.475	722.132	788.748
OPEB Current Payment	265.400	268.494	310.882	350.919	388.361	429.809
Pensions	848.667	773.297	930.871	936.137	970.359	1,021.127
Other Fringe Benefits	337.825	340.950	334.723	335.748	344.024	352.042
Total Fringe Benefits	1,952.492	1,943.920	2,178.561	2,279.279	2,424.876	2,591.726
GASB Account	40.400	25.523	36.233	37.088	37.801	38.509
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**$5,514.592**	**$5,559.671**	**$5,753.823**	**$5,844.919**	**$6,056.434**	**$6,281.788**
Non-Labor:						
Traction and Propulsion Power	$179.200	$193.587	$204.865	$226.694	$251.963	$275.967
Fuel for Buses and Trains	123.100	153.782	166.696	175.247	180.070	190.741
Insurance	64.500	56.944	72.119	85.232	103.717	130.183
Claims	84.153	75.378	72.062	73.790	75.560	75.559
Paratransit Service Contracts	386.300	380.936	457.338	548.246	654.836	768.026
Maintenance and Other Operating Contracts	257.143	289.863	297.166	309.081	318.476	334.586
Professional Service Contracts	105.100	109.406	109.814	112.181	115.700	117.064
Materials & Supplies	320.100	343.465	368.558	382.773	399.562	413.952
Other Business Expenditures	61.800	68.057	70.539	72.804	74.256	75.668
Total Non-Labor Expenditures	**$1,581.396**	**$1,671.418**	**$1,819.157**	**$1,986.048**	**$2,174.140**	**$2,381.746**
Other Expenditure Adjustments:						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditures	**$7,095.988**	**$7,231.089**	**$7,572.980**	**$7,830.967**	**$8,230.574**	**$8,663.534**
Net Cash Deficit	**($2,555.481)**	**($2,300.184)**	**($2,648.637)**	**($2,862.284)**	**($3,176.842)**	**($3,504.670)**

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012 - 2015
Cash Conversion (Cash Flow Adjustments)
($ in millions)

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Fare Revenue	($8.047)	$11.730	($1.469)	$9.931	$4.231	$4.231
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:						
Fare Reimbursement	(0.017)	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(1.800)	0.753	(0.172)	(0.105)	(0.127)	(0.206)
Other	4.516	0.500	1.000	1.000	1.000	1.000
Other Operating Revenue	2.699	1.253	0.828	0.895	0.873	0.794
Capital and Other Reimbursements	(38.242)	59.205	8.360	7.030	(2.419)	(3.810)
Total Receipt Adjustments	**($43.590)**	**$72.188**	**$7.719**	**$17.856**	**$2.685**	**$1.215**
Expenditures						
Labor:						
Payroll	$11.522	($10.853)	$32.470	$23.037	$25.533	$26.757
Overtime	4.714	(1.189)	3.330	2.362	2.610	2.739
Total Salaries & Wages	**$16.236**	**($12.042)**	**$35.800**	**$25.399**	**$28.143**	**$29.496**
Health and Welfare	20.778	(11.449)	4.720	5.121	5.557	6.029
OPEB Current Payment	(0.039)	0.000	0.000	0.000	0.000	0.000
Pensions	(81.281)	22.438	12.691	12.345	30.396	23.490
Other Fringe Benefits	82.765	24.338	32.117	29.933	29.040	27.842
Total Fringe Benefits	22.223	35.327	49.528	47.399	64.993	57.361
GASB Account	(40.400)	(25.523)	(36.233)	(37.088)	(37.801)	(38.509)
Reimbursable Overhead						
Total Labor Expenditures	**($1.941)**	**($2.238)**	**$49.095**	**$35.710**	**$55.335**	**$48.348**
Non-Labor:						
Traction and Propulsion Power	$1.236	($2.800)	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	(1.652)	0.600	0.000	0.000	0.000	0.000
Insurance	(8.138)	0.492	(3.732)	(2.005)	(2.121)	(5.743)
Claims	41.668	2.705	6.021	4.293	2.523	2.524
Paratransit Service Contracts	(5.437)	3.500	5.000	5.000	5.000	5.000
Maintenance and Other Operating Contracts	(14.019)	(6.900)	(10.700)	(10.700)	(10.700)	(10.700)
Professional Service Contracts	18.175	0.100	6.000	6.000	6.000	6.000
Materials & Supplies	11.738	20.237	(2.000)	(2.000)	(2.000)	(2.000)
Other Business Expenditures	(1.785)	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	**$41.786**	**$17.934**	**$0.589**	**$0.588**	**($1.298)**	**($4.919)**
Other Expenditure Adjustments:						
Other	1.340	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	**$1.340**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditure Adjustments	**$41.185**	**$15.696**	**$49.684**	**$36.298**	**$54.037**	**$43.429**
Total Cash Conversion Adjustments before Depreciation and GASB Adjustments	**($2.405)**	**$87.884**	**$57.403**	**$54.154**	**$56.722**	**$44.644**
Depreciation Adjustment	$1,289.637	$1,400.000	$1,475.000	$1,550.000	$1,625.000	$1,700.000
OPEB Obligation	881.439	918.747	929.883	943.779	962.640	979.780
Environmental Remediation	10.667	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	**$2,179.338**	**$2,406.631**	**$2,462.286**	**$2,547.933**	**$2,644.362**	**$2,724.424**

MTA NEW YORK CITY TRANSIT
2012 Preliminary Budget
July Financial Plan 2012 – 2015
Year-to-Year Changes by Category-Baseline

TOTAL REVENUE/RECEIPTS

Farebox Revenue

- Subway/bus farebox revenue annual growth based largely on Global Insight projected NYC employment levels.
- Farebox cash receipts include adjustments for expired MetroCards and the timing of cash receipts from counting and depositing, which can cause some fluctuations in cash received from year to year.

Other Operating Revenue

- Paratransit reimbursements include contractually-capped annual increases (based on 120 percent of prior calendar year total amounts billed) in NYC reimbursements that serve to partially fund the annual growth in paratransit expenses and Urban Tax revenue generated from Commercial Real Estate Market transactions.
- Other revenues include annual increases mostly from advertising revenues based upon current contracts in place.

Capital and Other Reimbursements

- Annual reimbursement levels fluctuate year-to-year based upon reimbursable expense levels driven mostly by capital project requirements.
- Annual cash adjustments are included to recognize changes in the timing of receipts.
- 2011 includes $13.6 million of unfavorable timing of receipts as these receipts were actually received in 2010.

TOTAL EXPENSES/EXPENDITURES

Payroll

- 2012-2015 projections include a zero wage increase assumption for represented employees for 2012-2013 (nonrepresented employees received zero wage increases for 2009-2010). Aside from years with zero increase, projections include primarily CPI-based rate increases as follows: 2014=1.91% and 2015=1.85%.
- 2011 includes $17.4 million of unfavorable cash timing adjustments from 2010.

Overtime

- 2012-2015 payroll wage rate increase assumptions apply.

Health & Welfare

- Inflation assumptions for 2012-2015: Annual employees - 2012=13.7% and 2013-2015=8.8% per year; hourly employees=9.0% for each year 2012-2015.
- 2011 includes $6.1 million of unfavorable cash timing adjustments from 2010.

Pension

- Projections are consistent with current actuarial information

Other Fringe Benefits

- Projections are consistent with payroll rate increase assumptions.
- 2011 includes $1.3 million of unfavorable cash timing adjustments from 2010.

Traction and Propulsion Power

- The financial plan reflects projected weighted average New York Power Authority/Con Edison energy rate increases as follows: 2012=8.2%, 2013=10.7%, 2014=11.2% and 2015=11.4%.
- 2011 includes $2.8 million of unfavorable cash timing adjustments from 2010.

Fuel for Buses and Trains

- Diesel fuel inflation assumptions are as follows: 2012=1.60%, 2013=2.32%, 2014=(0.39)% and 2015=0.83%.
- 2011 includes $0.6 million of favorable cash timing adjustments from 2011.

Insurance

- Premium rates are assumed to increase by 10% per year during 2012-2015.

Paratransit Service Contracts

- The primary driver of expense increases is projected annual ridership growth of 15%.
- Cost-per-trip inflation projections reflect carrier contracts, which provide for annual rate increases based on CPI.
- 2011 includes a $1.5 million unfavorable cash timing adjustment from 2010.

Maintenance and Other Operating Contracts

- 2012-2015 inflation assumptions are based upon Global Insight's estimates as follows: 2012=1.95%, 2013=2.04%, 2014=2.22% and 2015=2.13%.
- Facility power inflation assumptions are based on projected weighted average New York Power Authority/Con Edison energy rate increases as follows: 2012=8.2%, 2013=10.7%, 2014=11.2% and 2015=11.4%.
- 2011 includes a $0.2 million favorable cash timing adjustment from 2010.

Professional Service Contracts

- 2012-2015 inflation assumptions are based upon Global Insight's estimates as follows: 2012=1.95%, 2013=2.04%, 2014=2.22% and 2015=2.13%.
- 2011 includes a $3.2 million unfavorable cash timing adjustment from 2010.

Materials and Supplies

- 2012-2015 inflation assumptions are based upon Global Insight's estimates as follows: 2012=3.05%, 2013=2.27%, 2014=2.11% and 2015=2.00%.
- 2011 includes a $7.2 million favorable cash timing adjustment from 2010.
- Non-reimbursable expense levels fluctuate year-to-year, primarily due to the timing of subway and bus fleet maintenance program requirements.

Other Business Expenses

- 2012-2015 inflation assumptions are based upon Global Insight's estimates as follows: 2012=1.95%, 2013=2.04%, 2014=2.22% and 2015=2.13%.

Depreciation (non-cash)

- Annual expense increases are due to projections of additional capital assets reaching beneficial use. Examples of these assets include subway station rehabilitations, track & switches, new subway cars and buses.

MTA New York City Transit
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	2012	Change 2012-2011	2013	Change 2013-2012	2014	Change 2014-2013	2015	Change 2015-2014
Revenue									
Farebox Revenue:									
Subway	$2,663.633	$2,721.883	$58.250	$2,758.982	$37.099	$2,806.262	$47.280	$2,848.612	$42.350
Bus	875.428	890.457	15.029	897.456	6.999	906.748	9.292	914.559	7.811
Paratransit	17.588	20.399	2.811	23.631	3.232	27.348	3.717	31.623	4.275
Fare Media Liability	56.092	56.221	0.129	52.221	(4.000)	52.221	0.000	52.221	0.000
Total Farebox Revenue	**$3,612.741**	**$3,688.960**	**$76.219**	**$3,732.290**	**$43.330**	**$3,792.579**	**$60.289**	**$3,847.015**	**$54.436**
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:									
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	105.129	127.626	22.497	150.867	23.241	177.641	26.774	209.842	32.201
Other	105.809	108.592	2.783	112.381	3.789	116.343	3.962	120.450	4.107
Total Other Operating Revenue	294.954	320.234	25.280	347.264	27.030	378.000	30.736	414.308	36.308
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	**$3,907.695**	**$4,009.194**	**$101.499**	**$4,079.554**	**$70.360**	**$4,170.579**	**$91.025**	**$4,261.323**	**$90.744**
Expenses									
Labor:									
Payroll	$2,831.292	$2,864.714	($33.422)	$2,860.918	$3.796	$2,922.088	($61.170)	$2,969.578	($47.490)
Overtime	278.068	262.479	15.589	261.656	0.823	266.025	(4.369)	270.783	(4.758)
Total Salaries & Wages	**$3,109.360**	**$3,127.193**	**($17.833)**	**$3,122.574**	**$4.619**	**$3,188.113**	**($65.539)**	**$3,240.361**	**($52.248)**
Health and Welfare	527.588	582.790	(55.202)	635.485	(52.695)	699.131	(63.646)	763.563	(64.432)
OPEB Current Payment	268.494	310.882	(42.388)	350.919	(40.037)	388.361	(37.442)	429.809	(41.448)
Pensions	776.674	925.023	(148.349)	929.838	(4.815)	980.635	(50.797)	1,023.121	(42.486)
Other Fringe Benefits	249.260	255.193	(5.933)	259.694	(4.501)	266.634	(6.940)	271.774	(5.140)
Total Fringe Benefits	1,822.016	2,073.888	(251.872)	2,175.936	(102.048)	2,334.761	(158.825)	2,488.267	(153.506)
Reimbursable Overhead	(221.562)	(205.065)	(16.497)	(194.064)	(11.001)	(195.580)	1.516	(198.825)	3.245
Total Labor Expenses	**$4,709.814**	**$4,996.016**	**($286.202)**	**$5,104.446**	**($108.430)**	**$5,327.294**	**($222.848)**	**$5,529.803**	**($202.509)**
Non-Labor:									
Traction and Propulsion Power	$190.787	$204.865	($14.078)	$226.694	($21.829)	$251.963	($25.269)	$275.967	($24.004)
Fuel for Buses and Trains	154.382	166.696	(12.314)	175.247	(8.551)	180.070	(4.823)	190.741	(10.671)
Insurance	57.436	68.387	(10.951)	83.227	(14.840)	101.596	(18.369)	124.440	(22.844)
Claims	78.083	78.083	0.000	78.083	0.000	78.083	0.000	78.083	0.000
Paratransit Service Contracts	384.436	462.338	(77.902)	553.246	(90.908)	659.836	(106.590)	773.026	(113.190)
Mtce. and Other Operating Contracts	249.398	253.145	(3.747)	265.060	(11.915)	273.552	(8.492)	289.662	(16.110)
Professional Service Contracts	94.946	101.643	(6.697)	103.934	(2.291)	107.453	(3.519)	108.817	(1.364)
Materials & Supplies	308.986	314.082	(5.096)	333.812	(19.730)	350.600	(16.788)	364.990	(14.390)
Other Business Expenses	67.495	69.979	(2.484)	72.243	(2.264)	73.696	(1.453)	75.108	(1.412)
Total Non-Labor Expenses	**$1,585.949**	**$1,719.218**	**($133.269)**	**$1,891.546**	**($172.328)**	**$2,076.849**	**($185.303)**	**$2,280.834**	**($203.985)**
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjustments	**$6,295.763**	**$6,715.234**	**($419.471)**	**$6,995.992**	**($280.758)**	**$7,404.143**	**($408.151)**	**$7,810.637**	**($406.494)**
Depreciation	1,400.000	1,475.000	(75.000)	1,550.000	(75.000)	1,625.000	(75.000)	1,700.000	(75.000)
OPEB Obligation	918.747	929.883	(11.136)	943.779	(13.896)	962.640	(18.861)	979.780	(17.140)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$8,614.510**	**$9,120.117**	**($505.607)**	**$9,489.771**	**($369.654)**	**$9,991.783**	**($502.012)**	**$10,490.417**	**($498.634)**
Net Surplus/(Deficit)	**($4,706.815)**	**($5,110.923)**	**($404.108)**	**($5,410.217)**	**($299.294)**	**($5,821.204)**	**($410.987)**	**($6,229.094)**	**($407.890)**

MTA New York City Transit
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	2012	Change 2012-2011	2013	Change 2013-2012	2014	Change 2014-2013	2015	Change 2015-2014
Revenue									
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	951.022	907.430	(43.592)	871.273	(36.157)	880.468	9.195	896.326	15.858
Total Revenue	**$951.022**	**$907.430**	**($43.592)**	**$871.273**	**($36.157)**	**$880.468**	**$9.195**	**$896.326**	**$15.858**
Expenses									
Labor:									
Payroll	$393.727	$377.612	$16.115	$362.560	$15.052	$363.958	($1.398)	$369.601	($5.643)
Overtime	75.099	70.024	5.075	68.817	1.207	69.829	(1.012)	71.087	(1.258)
Total Salaries & Wages	**$468.826**	**$447.636**	**$21.190**	**$431.377**	**$16.259**	**$433.787**	**($2.410)**	**$440.688**	**($6.901)**
Health and Welfare	22.142	24.015	(1.873)	26.111	(2.096)	28.558	(2.447)	31.214	(2.656)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	19.061	18.539	0.522	18.644	(0.105)	20.120	(1.476)	21.496	(1.376)
Other Fringe Benefits	116.028	111.647	4.381	105.987	5.660	106.430	(0.443)	108.110	(1.680)
Total Fringe Benefits	157.231	154.201	3.030	150.742	3.459	155.108	(4.366)	160.820	(5.712)
Reimbursable Overhead	221.562	205.065	16.497	194.064	11.001	195.580	(1.516)	198.825	(3.245)
Total Labor Expenses	**$847.619**	**$806.902**	**$40.717**	**$776.183**	**$30.719**	**$784.475**	**($8.292)**	**$800.333**	**($15.858)**
Non-Labor:									
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mtce. and Other Operating Contracts	33.565	33.321	0.244	33.321	0.000	34.224	(0.903)	34.224	0.000
Professional Service Contracts	14.560	14.171	0.389	14.247	(0.076)	14.247	0.000	14.247	0.000
Materials & Supplies	54.716	52.476	2.240	46.961	5.515	46.962	(0.001)	46.962	0.000
Other Business Expenses	0.562	0.560	0.002	0.561	(0.001)	0.560	0.001	0.560	0.000
Total Non-Labor Expenses	**$103.403**	**$100.528**	**$2.875**	**$95.090**	**$5.438**	**$95.993**	**($0.903)**	**$95.993**	**$0.000**
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$951.022**	**$907.430**	**$43.592**	**$871.273**	**$36.157**	**$880.468**	**($9.195)**	**$896.326**	**($15.858)**
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$951.022**	**$907.430**	**$43.592**	**$871.273**	**$36.157**	**$880.468**	**($9.195)**	**$896.326**	**($15.858)**
Net Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA New York City Transit
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

NON-REIMBURSABLE and REIMBURSABLE	Favorable/(Unfavorable)								
	2011	2012	Change 2012-2011	2013	Change 2013-2012	2014	Change 2014-2013	2015	Change 2015-2014
Revenue									
Farebox Revenue:									
Subway	$2,663.633	$2,721.883	$58.250	$2,758.982	$37.099	$2,806.262	$47.280	$2,848.612	$42.350
Bus	875.428	890.457	15.029	897.456	6.999	906.748	9.292	914.559	7.811
Paratransit	17.588	20.399	2.811	23.631	3.232	27.348	3.717	31.623	4.275
Fare Media Liability	56.092	56.221	0.129	52.221	(4.000)	52.221	0.000	52.221	0.000
Total Farebox Revenue	**$3,612.741**	**$3,688.960**	**$76.219**	**$3,732.290**	**$43.330**	**$3,792.579**	**$60.289**	**$3,847.015**	**$54.436**
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:									
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	105.129	127.626	22.497	150.867	23.241	177.641	26.774	209.842	32.201
Other	105.809	108.592	2.783	112.381	3.789	116.343	3.962	120.450	4.107
Total Other Operating Revenue	294.954	320.234	25.280	347.264	27.030	378.000	30.736	414.308	36.308
Capital and Other Reimbursements	951.022	907.430	(43.592)	871.273	(36.157)	880.468	9.195	896.326	15.858
Total Revenue	**$4,858.717**	**$4,916.624**	**$57.907**	**$4,950.827**	**$34.203**	**$5,051.047**	**$100.220**	**$5,157.649**	**$106.602**
Expenses									
Labor:									
Payroll	$3,225.019	$3,242.326	($17.307)	$3,223.478	$18.848	$3,286.046	($62.568)	$3,339.179	($53.133)
Overtime	353.167	332.503	20.664	330.473	2.030	335.854	(5.381)	341.870	(6.016)
Total Salaries & Wages	**$3,578.186**	**$3,574.829**	**$3.357**	**$3,553.951**	**$20.878**	**$3,621.900**	**($67.949)**	**$3,681.049**	**($59.149)**
Health and Welfare	549.730	606.805	(57.075)	661.596	(54.791)	727.689	(66.093)	794.777	(67.088)
OPEB Current Payment	268.494	310.882	(42.388)	350.919	(40.037)	388.361	(37.442)	429.809	(41.448)
Pensions	795.735	943.562	(147.827)	948.482	(4.920)	1,000.755	(52.273)	1,044.617	(43.862)
Other Fringe Benefits	365.288	366.840	(1.552)	365.681	1.159	373.064	(7.383)	379.884	(6.820)
Total Fringe Benefits	1,979.247	2,228.089	(248.842)	2,326.678	(98.589)	2,489.869	(163.191)	2,649.087	(159.218)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	**$5,557.433**	**$5,802.918**	**($245.485)**	**$5,880.629**	**($77.711)**	**$6,111.769**	**($231.140)**	**$6,330.136**	**($218.367)**
Non-Labor:									
Traction and Propulsion Power	$190.787	$204.865	($14.078)	$226.694	($21.829)	$251.963	($25.269)	$275.967	($24.004)
Fuel for Buses and Trains	154.382	166.696	(12.314)	175.247	(8.551)	180.070	(4.823)	190.741	(10.671)
Insurance	57.436	68.387	(10.951)	83.227	(14.840)	101.596	(18.369)	124.440	(22.844)
Claims	78.083	78.083	0.000	78.083	0.000	78.083	0.000	78.083	0.000
Paratransit Service Contracts	384.436	462.338	(77.902)	553.246	(90.908)	659.836	(106.590)	773.026	(113.190)
Mtce. and Other Operating Contracts	282.963	286.466	(3.503)	298.381	(11.915)	307.776	(9.395)	323.886	(16.110)
Professional Service Contracts	109.506	115.814	(6.308)	118.181	(2.367)	121.700	(3.519)	123.064	(1.364)
Materials & Supplies	363.702	366.558	(2.856)	380.773	(14.215)	397.562	(16.789)	411.952	(14.390)
Other Business Expenses	68.057	70.539	(2.482)	72.804	(2.265)	74.256	(1.452)	75.668	(1.412)
Total Non-Labor Expenses	**$1,689.352**	**$1,819.746**	**($130.394)**	**$1,986.636**	**($166.890)**	**$2,172.842**	**($186.206)**	**$2,376.827**	**($203.985)**
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$7,246.785**	**$7,622.664**	**($375.879)**	**$7,867.265**	**($244.601)**	**$8,284.611**	**($417.346)**	**$8,706.963**	**($422.352)**
Depreciation	1,400.000	1,475.000	(75.000)	1,550.000	(75.000)	1,625.000	(75.000)	1,700.000	(75.000)
OPEB Obligation	918.747	929.883	(11.136)	943.779	(13.896)	962.640	(18.861)	979.780	(17.140)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$9,565.532**	**$10,027.547**	**($462.015)**	**$10,361.044**	**($333.497)**	**$10,872.251**	**($511.207)**	**$11,386.743**	**($514.492)**
Net Surplus/(Deficit)	**($4,706.815)**	**($5,110.923)**	**($404.108)**	**($5,410.217)**	**($299.294)**	**($5,821.204)**	**($410.987)**	**($6,229.094)**	**($407.890)**

MTA New York City Transit
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Cash Basis
($ in millions)

CASH RECEIPTS AND EXPENDITURES

			Favorable/(Unfavorable)						
	2011	2012	Change 2012-2011	2013	Change 2013-2012	2014	Change 2014-2013	2015	Change 2015-2014
Receipts									
Farebox Revenue	$3,624.471	$3,687.491	$63.020	$3,742.221	$54.730	$3,796.810	$54.589	$3,851.246	$54.436
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:									
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	105.882	127.454	21.572	150.762	23.308	177.514	26.752	209.636	32.122
Other	106.309	109.592	3.283	113.381	3.789	117.343	3.962	121.450	4.107
Total Other Operating Revenue	**$296.207**	**$321.062**	**$24.855**	**$348.159**	**$27.097**	**$378.873**	**$30.714**	**$415.102**	**$36.229**
Capital and Other Reimbursements	1,010.227	915.790	(94.437)	878.303	(37.487)	878.049	(0.254)	892.516	14.467
Total Receipts	**$4,930.905**	**$4,924.343**	**($6.562)**	**$4,968.683**	**$44.340**	**$5,053.732**	**$85.049**	**$5,158.864**	**$105.132**
Expenditures									
Labor:									
Payroll	$3,235.872	$3,209.856	$26.017	$3,200.441	$9.415	$3,260.513	($60.072)	$3,312.422	($51.910)
Overtime	354.356	329.173	25.182	328.111	1.062	333.244	(5.133)	339.131	(5.886)
Total Salaries & Wages	**$3,590.228**	**$3,539.029**	**$51.199**	**$3,528.552**	**$10.477**	**$3,593.757**	**($65.205)**	**$3,651.553**	**($57.796)**
Health and Welfare	561.179	602.085	(40.906)	656.475	(54.390)	722.132	(65.657)	788.748	(66.616)
OPEB Current Payment	268.494	310.882	(42.388)	350.919	(40.037)	388.361	(37.442)	429.809	(41.448)
Pensions	773.297	930.871	(157.574)	936.137	(5.266)	970.359	(34.222)	1,021.127	(50.768)
Other Fringe Benefits	340.950	334.723	6.227	335.748	(1.025)	344.024	(8.276)	352.042	(8.018)
Total Fringe Benefits	1,943.920	2,178.561	(234.641)	2,279.279	(100.718)	2,424.876	(145.597)	2,591.726	(166.850)
GASB Account	25.523	36.233	(10.710)	37.088	(0.855)	37.801	(0.713)	38.509	(0.708)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**$5,559.671**	**$5,753.823**	**($194.152)**	**$5,844.919**	**($91.096)**	**$6,056.434**	**($211.515)**	**$6,281.788**	**($225.354)**
Non-Labor:									
Traction and Propulsion Power	$193.587	$204.865	($11.278)	$226.694	($21.829)	$251.963	($25.269)	$275.967	($24.004)
Fuel for Buses and Trains	153.782	166.696	(12.914)	175.247	(8.551)	180.070	(4.823)	190.741	(10.671)
Insurance	56.944	72.119	(15.175)	85.232	(13.113)	103.717	(18.485)	130.183	(26.466)
Claims	75.378	72.062	3.316	73.790	(1.728)	75.560	(1.770)	75.559	0.001
Paratransit Service Contracts	380.936	457.338	(76.402)	548.246	(90.908)	654.836	(106.590)	768.026	(113.190)
Mtce. and Other Operating Contracts	289.863	297.166	(7.303)	309.081	(11.915)	318.476	(9.395)	334.586	(16.110)
Professional Service Contracts	109.406	109.814	(0.408)	112.181	(2.367)	115.700	(3.519)	117.064	(1.364)
Materials & Supplies	343.465	368.558	(25.093)	382.773	(14.215)	399.562	(16.789)	413.952	(14.390)
Other Business Expenditures	68.057	70.539	(2.482)	72.804	(2.265)	74.256	(1.452)	75.668	(1.412)
Total Non-Labor Expenditures	**$1,671.418**	**$1,819.157**	**($147.739)**	**$1,986.048**	**($166.891)**	**$2,174.140**	**($188.092)**	**$2,381.746**	**($207.606)**
Other Expenditure Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditures	**$7,231.089**	**$7,572.980**	**($341.891)**	**$7,830.967**	**($257.987)**	**$8,230.574**	**($399.607)**	**$8,663.534**	**($432.960)**
Net Cash Deficit	**($2,300.184)**	**($2,648.637)**	**($348.453)**	**($2,862.284)**	**($213.647)**	**($3,176.842)**	**($314.558)**	**($3,504.670)**	**($327.828)**

MTA New York City Transit
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Cash Conversion (Cash Flow Adjustments)
($ in millions)

CASH FLOW ADJUSTMENTS

	Favorable/(Unfavorable)								
	2011	2012	Change 2012-2011	2013	Change 2013-2012	2014	Change 2014-2013	2015	Change 2015-2014
Receipts									
Farebox Revenue	$11.730	($1.469)	($13.199)	$9.931	$11.400	$4.231	($5.700)	$4.231	$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:									
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	0.753	(0.172)	(0.925)	(0.105)	0.067	(0.127)	(0.022)	(0.206)	(0.079)
Other	0.500	1.000	0.500	1.000	0.000	1.000	0.000	1.000	0.000
Total Other Operating Revenue	**$1.253**	**$0.828**	**($0.425)**	**$0.895**	**$0.067**	**$0.873**	**($0.022)**	**$0.794**	**($0.079)**
Capital and Other Reimbursements	59.205	8.360	(50.845)	7.030	(1.330)	(2.419)	(9.449)	(3.810)	(1.391)
Total Receipt Adjustments	**$72.188**	**$7.719**	**($64.469)**	**$17.856**	**$10.137**	**$2.685**	**($15.171)**	**$1.215**	**($1.470)**
Expenditures									
Labor:									
Payroll	($10.853)	$32.470	$43.324	$23.037	($9.433)	$25.533	$2.496	$26.757	$1.223
Overtime	(1.189)	3.330	4.518	2.362	(0.968)	2.610	0.248	2.739	0.130
Total Salaries & Wages	**($12.042)**	**$35.800**	**$47.842**	**$25.399**	**($10.401)**	**$28.143**	**$2.744**	**$29.496**	**$1.353**
Health and Welfare	(11.449)	4.720	16.169	5.121	0.401	5.557	0.436	6.029	0.472
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	22.438	12.691	(9.747)	12.345	(0.346)	30.396	18.051	23.490	(6.906)
Other Fringe Benefits	24.338	32.117	7.779	29.933	(2.184)	29.040	(0.893)	27.842	(1.198)
Total Fringe Benefits	35.327	49.528	14.201	47.399	(2.129)	64.993	17.594	57.361	(7.632)
GASB Account	(25.523)	(36.233)	(10.710)	(37.088)	(0.855)	(37.801)	(0.713)	(38.509)	(0.708)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**($2.238)**	**$49.095**	**$51.333**	**$35.710**	**($13.385)**	**$55.335**	**$19.625**	**$48.348**	**($6.987)**
Non-Labor:									
Traction and Propulsion Power	($2.800)	$0.000	$2.800	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.600	0.000	(0.600)	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.492	(3.732)	(4.224)	(2.005)	1.727	(2.121)	(0.116)	(5.743)	(3.622)
Claims	2.705	6.021	3.316	4.293	(1.728)	2.523	(1.770)	2.524	0.001
Paratransit Service Contracts	3.500	5.000	1.500	5.000	0.000	5.000	0.000	5.000	0.000
Mtce. and Other Operating Contracts	(6.900)	(10.700)	(3.800)	(10.700)	0.000	(10.700)	0.000	(10.700)	0.000
Professional Service Contracts	0.100	6.000	5.900	6.000	0.000	6.000	0.000	6.000	0.000
Materials & Supplies	20.237	(2.000)	(22.237)	(2.000)	0.000	(2.000)	0.000	(2.000)	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	**$17.934**	**$0.589**	**($17.345)**	**$0.588**	**($0.001)**	**($1.298)**	**($1.886)**	**($4.919)**	**($3.621)**
Other Expenditure Adjustments:									
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditure Adjustments	**$15.696**	**$49.684**	**$33.988**	**$36.298**	**($13.386)**	**$54.037**	**$17.739**	**$43.429**	**($10.608)**
Total Cash Conversion Adjustments before Depreciation	**$87.884**	**$57.403**	**($30.481)**	**$54.154**	**($3.249)**	**$56.722**	**$2.568**	**$44.644**	**($12.078)**
Depreciation Adjustment	1,400.000	1,475.000	75.000	1,550.000	75.000	1,625.000	75.000	1,700.000	75.000
OPEB Obligation	918.747	929.883	11.136	943.779	13.896	962.640	18.861	979.780	17.140
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	**$2,406.631**	**$2,462.286**	**$55.655**	**$2,547.933**	**$85.647**	**$2,644.362**	**$96.429**	**$2,724.424**	**$80.062**

MTA NEW YORK CITY TRANSIT
2012 Preliminary Budget
July Financial Plan 2012 – 2015
Summary of Major Plan-to-Plan Changes

2011: July Financial Plan vs. February Financial Plan

Revenue Changes

Revenue changes from the February Financial Plan resulted in an increase of $2.4 million. Major changes include:

- A re-estimate of fare media liability revenue, based on the December 2010 fare increase, resulting in a revenue increase of $4.0 million.

- A decrease in capital reimbursements of $2.2 million, which was consistent with decreased reimbursable expense levels.

Expense Changes

Total expenses decreased from the February Financial Plan by $6.3 million. Major changes include:

- Updated inflation assumptions resulting in an increase in expenses of $17.5 million, primarily due to $38.6 million from higher fuel price projections partly offset by $12.7 million of lower electric power price projections

- Programmatic initiatives requiring additional expenses of $13.7 million, mostly for signals maintenance requirements

- Budget Reduction Program savings of $30.5 million (see program details at the beginning of the introductory narrative)

Cash Adjustments

Net cash adjustments were unfavorable by $16.3 million. Major changes include:

- An unfavorable $32.8 million due to the timing of 2010 expenditures impacting 2011

- A favorable re-estimate of pension payments of $4.2 million

- A favorable re-estimate of materials & supplies/additional inventory reductions of $8.7 million

2012-2014: July Financial Plan vs. February Financial Plan

Revenue Changes

Revenue changes from the February Financial Plan resulted in decreases of $19.1 million in 2012, $39.4 million in 2013, and $30.1 million in 2014.

Major changes include:

- Decreases in capital reimbursements of $19.1 million in 2012, $30.7 million in 2013 and $32.8 million in 2014, which were consistent with decreased reimbursable expense levels, due mostly to a significant reduction in force

- A net decrease in farebox revenue of $9.3 million in 2013, due mostly to the downward trend of bus ridership

Expense Changes

Total expenses increased by $53.3 million in 2012, $5.9 million in 2013 and decreased $11.4 million in 2014 from the February Financial Plan.

Major changes include:

- Updated inflation assumptions resulting in increases in expenses of $28.0 million in 2012, $40.2 million in 2013 and $50.8 million in 2014, primarily due to higher fuel price projections

- Programmatic initiatives requiring additional expenses of $30.5 million for each year, mostly for signals maintenance and R32 scheduled maintenance (SMS) requirements

- Increased pension costs of $30.1 million in 2012 and decreased pension costs of $40.5 million in 2014, based on current actuarial information

- Budget Reduction Program savings of $21.1 million in 2012, $21.0 million in 2013 and $23.6 million in 2014 (see program details at the beginning of the introductory narrative)

- Reimbursable expense reductions of $19.1 million in 2012, $30.7 million in 2013 and $32.8 million in 2014, due mostly to a significant reduction in force.

Cash Adjustments

Cash adjustments are projected to be favorable by $1.0 million in 2012, and unfavorable by $2.0 million in 2013 and $11.4 million in 2014.

Major changes include:

- Unfavorable pension payment re-estimates of $3.7 million in 2012, $5.8 million in 2013 and $13.4 million in 2014
- Favorable capital reimbursement adjustments of $3.5 million in 2012, $2.4 million in 2013 and $0.4 million in 2014.

MTA New York City Transit
July Financial Plan 2012 - 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

NON-REIMBURSABLE

	2011	2012	2013	2014
2011 February Financial Plan - Cash Deficit	**($2,367.024)**	**($2,580.078)**	**($2,815.889)**	**($3,146.700)**
Baseline Changes				
Revenue				
Farebox Revenue	$4.503	($0.449)	($9.282)	$2.102
Other Operating Revenue	0.086	0.469	0.528	0.556
Capital and Other Reimbursement	0.000	0.000	0.000	0.000
Total Revenue Changes	$4.589	$0.020	($8.754)	$2.658
Expenses				
Labor:				
Payroll	($20.143)	($33.871)	($24.583)	($30.509)
Overtime	(6.919)	4.684	5.442	5.499
Health and Welfare	2.597	(7.162)	(7.479)	(11.468)
OPEB Current Payment	7.670	4.180	2.387	0.420
Pensions	25.056	(32.618)	4.915	39.215
Other Fringe Benefits	(1.691)	(2.338)	(2.500)	(3.306)
Reimbursable Overhead	7.479	4.559	2.095	1.470
Total Labor Expense Changes	$14.049	($62.566)	($19.723)	$1.321
Non-Labor:				
Traction and Propulsion Power	$8.259	$10.625	$6.649	$1.180
Fuel for Buses and Trains	(28.775)	(31.882)	(32.811)	(29.133)
Insurance	6.626	8.128	9.903	11.920
Claims	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.001
Maintenance and Other Operating Contracts	1.308	4.694	0.788	0.252
Professional Service Contracts	8.067	2.484	2.712	(0.416)
Materials & Supplies	(6.453)	(4.925)	(5.389)	(8.047)
Other Business Expenses	0.983	1.096	1.316	1.537
Total Non-Labor Expense Changes	($9.985)	($9.780)	($16.832)	($22.706)
Depreciation	$0.000	$0.000	$0.000	$0.000
Total Expense Changes	$4.064	($72.346)	($36.555)	($21.385)
Cash Adjustment Changes				
Revenue	8.596	(0.015)	(0.009)	(0.007)
Expense	(11.772)	(2.452)	(4.390)	(11.847)
Depreciation	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	***($3.176)***	***($2.467)***	***($4.399)***	***($11.854)***
Total Baseline Changes	***$5.477***	***($74.793)***	***($49.708)***	***($30.581)***
2011 July Financial Plan - Cash Deficit	**($2,361.547)**	**($2,654.871)**	**($2,865.597)**	**($3,177.281)**

MTA New York City Transit
July Financial Plan 2012 - 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

REIMBURSABLE

	2011	2012	2013	2014
2011 February Financial Plan - Cash Deficit	**$74.535**	**$2.720**	**$0.893**	**$0.002**
Baseline Changes				
Revenue				
Farebox Revenue	$0.000	$0.000	$0.000	$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	(2.186)	(19.079)	(30.692)	(32.790)
Total Revenue Changes	**($2.186)**	**($19.079)**	**($30.692)**	**($32.790)**
Expenses				
Labor:				
Payroll	$10.825	$20.146	$25.774	$27.649
Overtime	(4.729)	(0.563)	(0.155)	(0.108)
Health and Welfare	2.598	2.457	2.165	1.648
OPEB Current Payment	0.000	0.000	0.000	0.000
Pensions	0.166	1.154	1.887	2.775
Other Fringe Benefits	(0.291)	0.443	2.066	2.149
Reimbursable Overhead	(7.479)	(4.559)	(2.095)	(1.470)
Total Labor Expense Changes	$1.090	$19.078	$29.642	$32.643
Non-Labor:				
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.855	1.905	1.905	1.002
Professional Service Contracts	(0.802)	(0.782)	(0.782)	(0.782)
Materials & Supplies	0.045	(1.102)	(0.052)	(0.053)
Other Business Expenses	(0.002)	(0.020)	(0.021)	(0.020)
Total Non-Labor Expense Changes	$1.096	$0.001	$1.050	$0.147
Total Expense Changes	$2.186	$19.079	$30.692	$32.790
Cash Adjustment Changes				
Capital Reimbursement Timing	(13.172)	3.514	2.421	0.437
Total Cash Adjustment Changes	***($13.172)***	***$3.514***	***$2.421***	***$0.437***
Total Baseline Changes	***($13.172)***	***$3.514***	***$2.421***	***$0.437***
2011 July Financial Plan - Cash Deficit	**$61.363**	**$6.234**	**$3.314**	**$0.439**

MTA New York City Transit
July Financial Plan 2012 - 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2011	2012	2013	2014
2011 February Financial Plan - Cash Deficit	**($2,292.489)**	**($2,577.358)**	**($2,814.996)**	**($3,146.698)**
Baseline Changes				
Revenue				
Farebox Revenue	$4.503	($0.449)	($9.282)	$2.102
Other Operating Revenue	0.086	0.469	0.528	0.556
Capital and Other Reimbursement	(2.186)	(19.079)	(30.693)	(32.790)
Total Revenue Changes	**$2.403**	**($19.059)**	**($39.447)**	**($30.132)**
Expenses				
Labor:				
Payroll	($9.318)	($13.725)	$1.191	($2.860)
Overtime	(11.648)	4.121	5.287	5.391
Health and Welfare	5.195	(4.705)	(5.314)	(9.820)
OPEB Current Payment	7.670	4.180	2.387	0.420
Pensions	25.222	(31.464)	6.802	41.990
Other Fringe Benefits	(1.982)	(1.895)	(0.434)	(1.157)
Reimbursable Overhead	0.000	0.000	0.000	0.000
Total Labor Expense Changes	**$15.139**	**($43.488)**	**$9.919**	**$33.964**
Non-Labor:				
Traction and Propulsion Power	$8.259	$10.625	$6.649	$1.180
Fuel for Buses and Trains	(28.775)	(31.882)	(32.811)	(29.133)
Insurance	6.626	8.128	9.903	11.920
Claims	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.001
Maintenance and Other Operating Contracts	3.163	6.599	2.693	1.254
Professional Service Contracts	7.265	1.702	1.930	(1.198)
Materials & Supplies	(6.408)	(6.027)	(5.441)	(8.100)
Other Business Expenses	0.981	1.076	1.295	1.517
Total Non-Labor Expense Changes	**($8.889)**	**($9.779)**	**($15.782)**	**($22.559)**
Depreciation	$0.000	$0.000	$0.000	$0.000
Total Expense Changes	**$6.250**	**($53.267)**	**($5.863)**	**$11.405**
Cash Adjustment Changes				
Revenue	8.596	(0.015)	(0.009)	(0.007)
Expense	(11.772)	(2.452)	(4.390)	(11.847)
Capital Reimbursement Timing	(13.172)	3.514	2.421	0.437
Depreciation	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	***($16.348)***	***$1.047***	***($1.978)***	***($11.417)***
Total Baseline Changes	***($7.695)***	***($71.279)***	***($47.288)***	***($30.144)***
2011 July Financial Plan - Cash Deficit	**($2,300.184)**	**($2,648.637)**	**($2,862.284)**	**($3,176.842)**

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012 - 2015
Summary of Major Programmatic Changes Between Financial Plans
($ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2011	2012	2013	2014
2011 February Financial Plan - Operating Cash Income/(Deficit)	**($2,292.489)**	**($2,577.358)**	**($2,814.996)**	**($3,146.698)**
Non-Reimbursable Major Changes				
Revenue				
Farebox	$4.503	($.449)	($9.282)	$2.102
Paratransit Urban Tax	(0.035)	0.826	0.997	1.096
Other Operating Revenue	0.121	(0.357)	(0.469)	(0.540)
Sub-Total Non-Reimbursable Revenue Changes	**$4.589**	**$.020**	**($8.754)**	**$2.658**
Expenses				
Inflation-Related:				
Bus/Heating Fuel	($38.615)	($35.582)	($35.269)	($31.365)
Electric Power	12.728	15.765	10.065	2.020
Health & Welfare Rates	7.388	(2.697)	(6.861)	(11.538)
Materials, Insurance, Rentals and Miscellaneous Expenses	0.953	(5.475)	(8.094)	(9.894)
Sub-total Inflation-Related	**(17.546)**	**(27.989)**	**(40.159)**	**(50.777)**
Programmatic Initiatives:				
Signals Maintenance	($9.039)	($14.637)	($14.367)	($14.367)
R32 SMS	0.000	(7.892)	(7.892)	(7.855)
Elevator & Escalator Maintenance	(0.813)	(2.641)	(2.641)	(2.641)
Work Experience Program	(0.971)	(2.771)	(2.771)	(2.771)
Other New Needs	(2.850)	(2.594)	(2.839)	(2.839)
Sub-total Programmatic Initiatives	**($13.673)**	**($30.535)**	**($30.510)**	**($30.473)**
Budget Reduction Program:				
Paratransit Fleet Reduction Savings	$6.359	$8.925	$11.019	$13.651
Health & Welfare Eligibility Savings	5.864	5.864	5.864	5.864
CNG Fuel Tax Credit	6.800	1.000	0.000	0.000
B Division Work Program Efficiency	1.684	1.965	1.965	1.965
SMS Oil-less Compressor Efficiency	1.736	0.279	0.279	0.279
Bus OTPS Reductions	3.000	0.000	0.000	0.000
R44 Disposal Economies	2.154	1.168	0.000	0.000
Other Savings	2.857	1.857	1.857	1.857
Sub-total Budget Reduction Program	**$30.454**	**$21.058**	**$20.984**	**$23.616**
Technical Adjustments/Re-estimates:				
Pension	$25.056	($30.145)	$5.844	$40.452
Timing of 2010 Results Impacting 2011	(8.232)	0.000	0.000	0.000
Overtime-January/February Snow/Ice Storms	(11.770)	0.000	0.000	0.000
MetroCard Fee-Delay in Implementation	(2.229)	(1.506)	0.000	0.000
Timing of 2011 Expenses	1.500	0.500	0.000	(2.000)
Timing of Efficiencies/Fulton Street Transit Center Implementation	0.000	(4.538)	7.106	0.076
All Other	0.504	0.809	0.180	(2.279)
Sub-total Technical Adjustments/Re-estimates	**4.829**	**(34.880)**	**13.130**	**36.249**
Sub-Total Non-Reimbursable Expense Changes	**$4.064**	**($72.346)**	**($36.555)**	**($21.385)**
Total Non-Reimbursable Major Changes	**$8.653**	**($72.326)**	**($45.309)**	**($18.727)**
Reimbursable Major Changes				
Revenue				
Reduced Reimbursements-Lower Expenses	(2.186)	(19.079)	(30.692)	(32.790)
Sub-Total Reimbursable Revenue Changes	**($2.186)**	**($19.079)**	**($30.692)**	**($32.790)**
Expenses				
Lower Expenses (mostly reduction in force)	2.186	19.079	30.692	32.790
Sub-Total Reimbursable Expense Changes	**$2.186**	**$19.079**	**$30.692**	**$32.790**
Total Reimbursable Major Changes	**$.000**	**$.000**	**$.000**	**$.000**
Total Accrual Changes	***$8.653***	***($72.326)***	***($45.309)***	***($18.727)***
Cash Adjustment Changes				
Timing of 2010 Results Impacting 2011	($32.824)	$.000	$.000	$.000
Capital Reimbursement Adjustments	(1.548)	3.514	2.420	0.437
Pension Payment Re-estimate	4.217	(3.740)	(5.813)	(13.447)
Materials & Supplies Lag/Additional Inventory Reductions	8.742	0.000	0.000	0.000
Property/Liability Insurance Payment Re-estimate	1.468	1.246	1.449	1.637
Other	3.597	0.027	(0.035)	(0.044)
Total Cash Adjustment Changes	***($16.348)***	***$1.047***	***($1.979)***	***($11.417)***
Total Baseline Changes	***($7.695)***	***($71.279)***	***($47.288)***	***($30.144)***
2011 July Financial Plan - Operating Cash Income/(Deficit)	**($2,300.184)**	**($2,648.637)**	**($2,862.284)**	**($3,176.842)**

MTA NEW YORK CITY TRANSIT
2012 Preliminary Budget
July Financial Plan 2012 – 2015
Ridership/ (Utilization)

The July 2011 Financial Plan baseline ridership forecast assumes that the weather adjusted March-April 2011 trend, which was 0.7% above budget for subway and 3.4% below budget for bus, will continue for the rest of the year. As a result of lower than expected 2011 bus ridership, offsetting slightly higher than expected subway ridership, and January snowstorms that lowered ridership by approximately 4.5 million, projected 2011 ridership is 15.4 million lower than the February 2011 Plan.

In 2012, subway ridership is projected to increase by approximately 1.8% based on Global Insight's revised 2012 employment forecast, which was approximately 0.3% lower than the August 2010 forecast used in the February 2011 Plan. 2012 bus ridership is projected to increase by approximately 1.1%, based on a 60% factor applied to the Global Insight employment forecast. The 60% bus factor, based on an analysis of historical bus ridership that showed lower employment elasticity on bus than on subway, was not used in the February 2011 plan. As a result of the lower than expected 2011 baseline forecast, lower 2012 employment forecast, and lower bus employment elasticity, projected 2012 ridership is 19.1 million lower than the February Plan.

Working off the revised 2012 projection, 2013-2014 subway ridership growth forecasts are based on the April 2011 Global Insight employment forecast, which projects virtually the same 2013 employment increase as the forecast used in the February 2011 Plan, and a higher increase in 2014. 2013-2014 bus ridership growth is lower than the February Plan, due to lower bus employment elasticity. The resulting ridership is expected to be 22.7 million lower than the February Plan in 2013, and 16.7 million lower in 2014.

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012-2015
Ridership/Traffic Volume (Utilization)
($ in millions)

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
RIDERSHIP						
Subway	1,604.198	1,628.886	1,662.949	1,684.650	1,712.306	1,737.079
Bus	696.923	673.877	684.347	689.225	695.701	701.145
Paratransit	9.017	10.195	11.810	13.669	15.805	18.263
Total Ridership	**2,310.138**	**2,312.958**	**2,359.106**	**2,387.544**	**2,423.812**	**2,456.487**
FAREBOX REVENUE (Excluding fare media liability)						
Subway	2,398.466	2,663.633	2,721.883	2,758.982	2,806.262	2,848.612
Bus	838.969	875.428	890.457	897.456	906.748	914.559
Paratransit	15.356	17.588	20.399	23.631	27.348	31.623
Total Farebox Revenue	**3,252.791**	**3,556.649**	**3,632.739**	**3,680.069**	**3,740.358**	**3,794.794**

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012-2015
2011 Budget Reduction Plan Summary
($ in millions)

	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions[1]	Dollars	Positions[1]	Dollars	Positions[1]	Dollars	Positions[1]	Dollars
LIST of PROGRAMS										
Administration:										
2011 BRP - Additional DEVA Savings		$5.864		$5.864		$5.864		$5.864		$5.864
2011 BRP - Other Reestimates		$2.857		$1.857		$1.857		$1.857		$1.857
Sub-Total Administration	0	$8.721	0	$7.721	0	$7.721	0	$7.721	0	$7.721
Customer Convenience & Amenities:										
	0	0	0	0	0	0	0	0	0	0
Sub-Total Customer Convenience & Amenities	0	$.000	0	$.000	0	$.000	0	$.000	0	$.000
Service:										
2011 BRP - CNG Tax Credit		$6.800		$1.000						
2011 BRP - B Division Work Program Efficiency	18	$1.684	18	$1.965	18	$1.965	18	$1.965	18	$1.965
Paratransit - Additional Savings		$6.359		$8.925		$11.019		$13.651		$16.945
Sub-Total Service	18	$14.843	18	$11.890	18	$12.984	18	$15.616	18	$18.910
Maintenance:										
2011 BRP - SMS Oil-less Compressor Efficiency	13	$1.736	3	$0.279	3	$0.279	3	$0.279	3	$0.279
2011 BRP - DOB OTPS Reductions		$3.000								
2011 BRP - R44 Disposal Economy		$2.154		$1.168						
Sub-Total Maintenance	13	$6.890	3	$1.447	3	$.279	3	$.279	3	$.279
Safety/Security:										
Sub-Total Safety/Security	0	$.000	0	$.000	0	$.000	0	$.000	0	$.000
Other:										
Addit'l. Inventory Draw-down (NYCT 10-31 BRP)		$3.000								
Sub-Total Other	0	$3.000	0	$.000	0	$.000	0	$.000	0	$.000
Total BRP	***31***	***$33.454***	***21***	***$21.058***	***21***	***$20.984***	***21***	***$23.616***	***21***	***$26.910***

[1] Reflects the impact of amendments on year-end positions.

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Administration**

Program: **Additional DEVA Savings**

Background Details:	Reforecast fringe benefits to include Dependent Eligibility Verification Audit (DEVA) results. The savings is based on cutting-off benefit coverage of 4,300 undocumented spouses, effective January 2011, discounted at 50%.

Program Description/ Implementation Plan:	NYCT contracted with a consulting firm to audit the dependent rolls of the hourly population. The services included: questionnaire mailing, establishing a call center, mailing of two non-respondent requests, an appeals review and audit of results.

Program Implementation Date: **1/1/2011** **When will savings begin?: 1/1/2011**

Are these savings recurring?: **Yes**

Other Issues:

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$5.864**	**$5.864**	**$5.864**	**$5.864**	**$5.864**
Total Reduction in Positions Required:	0	0	0	0	0
(List Title of Positions)					

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Administration**

Program: **Other Re-estimates**

Background Details:	This initiative includes reduced expenditures for DCAS services, IT Project Baseline and Paratransit costs. NYCT will no longer pay service fees to NYC's Department of Citywide Administrative Services (DCAS) based on a new service agreement. The IT project baseline budget (materials and consulting) will be reduced by $2M in 2011, from the current budget of $4.9M to $2.9M. These savings are partially offset by the Attachmate settlement of $0.9M. The settlement resolves the use of undocumented software on NYCT computers. Paratransit costs (non-transportation related) have been reduced by $0.9M based on favorable 2010 operating results.

Program Description/ Implementation Plan:	A new MOU between NYCT and DCAS was implemented in which NYCT will administer its own exams and DCAS will provide list management. NYCT was able to reduce IT materials and consulting costs due to IT consolidation initiatives. This savings is partially offset by reimbursements to Attachmate for excessive software use as well as some maintenance costs. Paratransit's non-transportation related costs were reduced based on historical results.	
Program Implementation Date:	**1/1/2011**	**When will savings begin?: 1/1/2011**
		Are these savings recurring?: Yes, excluding IT Project Baseline
Other Issues:		

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$2.857**	**$1.857**	**$1.857**	**$1.857**	**$1.857**
Total Reduction in Positions Required:	0	0	0	0	0
(List Title of Positions)					

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Operations**

Program: **CNG Tax Credit**

Background Details:	These savings reflect reinstatement of the CNG Tax Credit for 2010 and 2011. Credits for 2010 and 3 quarters of 2011 are expected to be paid in 2011. Payment for the 4th quarter of 2011 is anticipated in 2012 for $1M. The program currently is expected to expire at YE 2011.

Program Description/ Implementation Plan:	Federal Tax credit of $.50 per gasoline-gallon-equivalent on alternative fuel (CNG).

Program Implementation Date: **1/1/2010** **When will savings begin?: 1/1/2011**

Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$6.800**	**$1.000**	**$0.000**	**$0.000**	**$0.000**
Total Reduction in Positions Required:	0	0	0	0	0
(List Title of Positions)					

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Operations**

Program: **Tower Operator Work Program Recut**

Background Details:	Rapid Transit Operations (RTO) and Operations Planning initiated a recut of the Tower Operator Work Program which resulted in a more efficient coverage of tower operations for the B-Division.

Program Description/ Implementation Plan:	The savings reflects more efficient coverage of tower operator jobs resulting in an 18 position reduction plus associated scheduled overtime savings. The recut was implemented in the Fall Pick which went into effect on December 19, 2010.

Program Implementation Date: **12/19/2010** **When will savings begin?: 1/1/2011**

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$1.684**	**$1.965**	**$1.965**	**$1.965**	**$1.965**
Total Reduction in Positions Required:	18	18	18	18	18
(List Title of Positions)					
Tower Operator	18	18	18	18	18

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Operations**

Program: **Paratransit - Additional Savings**

Background Details:	These savings reflect revisions in insurance and fuel costs due to reductions in the number of vehicles in the fleet and fuel consumption.

Program Description/ Implementation Plan:	This initiative reflects insurance premium reductions due to a smaller number of vehicles in the Paratransit service fleet and reduced fuel consumption based on 2010 operations. The continued shifting of trips to alternative transportation (voucher and taxi service as well as fixed route) has resulted in a smaller fleet size.
Program Implementation Date: **1/1/2010**	**When will savings begin?: 1/1/2011** **Are these savings recurring?: Yes**
Other Issues:	

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$6.359**	**$8.925**	**$11.019**	**$13.651**	**$16.945**
Total Reduction in Positions Required:	0	0	0	0	0
(List Title of Positions)					

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Maintenance**

Program: **SMS Oil-less Compressor**

Background Details:	The air compressors on existing R68 and R68A fleets are to be replaced with energy efficient oil-less air compressors that will yield reduced energy consumption, increase performance and reliability while lowering maintenance and hazardous material disposal costs.

Program Description/ Implementation Plan:	The air compressors on the R68 and R68A cars are scheduled for SMS in 2011 through 2013. These compressors will be replaced with new oil-less air compressors during SMS thus resulting in budget savings of not overhauling the existing compressors. The recurring savings is based on projected reduction in unscheduled repairs.

Program Implementation Date: **1/1/2011** **When will savings begin?: 1/1/2011**

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$1.736**	**$0.279**	**$0.279**	**$0.279**	**$0.279**
Total Reduction in Positions Required:	13	3	3	3	3
(List Title of Positions)					
Car Inspector B	12	3	3	3	3
Mtc Supervisor Level I (Car Equip)	1				

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Maintenance**

Program: **DOB OTPS Reductions**

Background Details:	These 2011 savings have been based on 2010 underruns in facilities maintenance and repair contract costs, water and sewer charges, other outside service contracts, training materials, printing & stationary, and the value of re-usable materials removed during the planned scrapping of over 460 buses in 2011.

Program Description/ Implementation Plan:	Reduced 2011 Budget based on 2010 operating underruns.

Program Implementation Date: **1/1/2011** **When will savings begin?: 1/1/2011**

Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$3.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Reduction in Positions Required:	0	0	0	0	0

(List Title of Positions)

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Maintenance**

Program: **R44 Car Disposal Reserve**

Background Details:	A land based disposal of the R44 cars is proposed because of the significant estimated cost of reefing the R44 fleet. The plan is for NYCT and MetroNorth to jointly award a contract to dispose of 357 subway cars via flatbed trailer with abatement/landfill disposal offsite.

Program Description/ Implementation Plan:	The savings reflect a change in assumption from reefing to less costly land based disposal and more favorable vendor pricing.

Program Implementation Date: **1/1/2011** **When will savings begin?: 1/1/2011**

Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$2.154**	**$1.168**	**$0.000**	**$0.000**	**$0.000**
Total Reduction in Positions Required:	0	0	0	0	0
(List Title of Positions)					

MTA NEW YORK CITY TRANSIT
July Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function: **Maintenance**

Program: **Additional Inventory Drawdown**

Background Details:	This program estimates that $3M in cash will be saved in 2011 through anticipated drawdown of inventory materials.

Program Description/ Implementation Plan:	Each year the Logistics subdivision of the Division of Materiel reviews current year budgeted material requirements versus department's actual usage of parts and estimated forecasts. Departmental forecasts are necessary to evaluate the need to buy materials to support planned maintenance and to maintain inventory at optimal levels. Inventory drawdown is cash savings achieved when materials on hand in inventory are used at a greater rate than the amount of materials purchased in that year to maintain adequate inventory. This also reduces the size of the inventory. Review of 2011 maintenance budget and materials requirements indicate that a drawdown of $3M can be achieved.
Program Implementation Date:	**1/1/2011** **When will savings begin?: 1/1/2011**
	Are these savings recurring?: No
Other Issues:	

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$3.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Reduction in Positions Required:	0	0	0	0	0
(List Title of Positions)					

MTA NEW YORK CITY TRANSIT
2012 Preliminary Budget
July Financial Plan 2012 – 2015
Positions

POSITION ASSUMPTIONS

2011: July Financial Plan vs. February Financial Plan

Total baseline positions are projected to increase by 142, including a non-reimbursable increase of 316 and a reimbursable decrease of 174. The non-reimbursable increase is due mostly to a 224 position increase in support of several programmatic initiatives, which are summarized at the beginning of the introductory narrative, and station staffing/departmental adjustments/requirements. The reduction in reimbursable positions is due to a significant reduction in force of 370, partly offset by programmatic construction project requirements.

2012-2014: July Financial Plan vs. February Financial Plan

Total baseline positions are projected to increase by 221 in 2012, by 60 in 2013 and by 129 in 2014. Non-reimbursable increases are 480 in 2012, 385 in 2013, and 465 in 2014. Reimbursable decreases are 259 in 2012, 325 in 2013 and 336 in 2014. The non-reimbursable increases represent mostly 356 position increases in each year in support of several programmatic initiatives, which are summarized at the beginning of the introductory narrative. The reduction in reimbursable positions is due to a significant reduction in force of 369 in 2012 and 368 in 2013 and 2014, partly offset by programmatic construction project requirements.

MTA New York City Transit
July Financial Plan 2012-2015
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
Office of the President	18	18	18	18	18	18
Law	263	266	266	266	266	266
Office of the EVP	33	41	41	38	38	38
Human Resources	293	302	179	179	179	179
Office of Management and Budget	39	39	39	39	39	39
Capital Planning & Budget	31	31	31	31	31	31
Corporate Communications	226	233	231	231	231	231
AFC Program Management & Sales	56	54	54	54	54	54
Technology & Information Services	436	429	396	392	391	390
Non-Departmental	29	84	85	85	85	85
Labor Relations	69	73	73	73	73	73
Materiel	241	231	228	224	224	224
Controller	182	145	121	121	121	121
Total Administration	**1,916**	**1,946**	**1,762**	**1,751**	**1,750**	**1,749**
Operations						
Subways Service Delivery *	10,121	7,432	7,437	7,362	7,361	7,361
Subways Operation Support /Admin	398	402	402	402	402	402
Subways Stations *	-	2,677	2,685	2,685	2,685	2,685
Subtotal - Subways	**10,519**	**10,511**	**10,524**	**10,449**	**10,448**	**10,448**
Buses	10,093	10,276	10,262	10,254	10,254	10,254
Paratransit	141	150	148	148	148	148
Operations Planning	374	374	374	373	373	373
Revenue Control	426	423	423	423	423	423
Total Operations	**21,553**	**21,734**	**21,731**	**21,647**	**21,646**	**21,646**
Maintenance						
Subways Service Delivery *	557	-	-	-	-	-
Subways Operation Support /Admin	219	101	100	100	100	97
Subways Engineering	317	312	297	281	255	255
Subways Car Equipment	3,964	3,935	4,095	4,096	4,084	3,986
Subways Infrastructure *	2,507	1,691	1,640	1,632	1,633	1,633
Subways Stations *	1,978	3,506	3,500	3,507	3,719	3,728
Subways Track	2,705	2,747	2,746	2,746	2,746	2,746
Subways Power	666	687	633	606	607	607
Subways Signals	1,294	1,414	1,432	1,388	1,388	1,388
Subways Electronics Maintenance	1,351	1,391	1,367	1,359	1,348	1,341
Subtotal - Subways	**15,558**	**15,784**	**15,810**	**15,715**	**15,880**	**15,781**
Buses	3,761	3,765	3,767	3,818	3,859	3,861
Revenue Control	137	137	150	150	150	150
Supply Logistics	548	547	547	546	546	546
System Safety	87	88	88	88	88	88
Total Maintenance	**20,091**	**20,321**	**20,362**	**20,317**	**20,523**	**20,426**
Engineering/Capital						
Capital Program Management	1,349	1,218	1,218	1,218	1,218	1,218
Total Engineering/Capital	**1,349**	**1,218**	**1,218**	**1,218**	**1,218**	**1,218**
Public Safety						
Security	505	500	500	500	500	500
Total Public Safety	**505**	**500**	**500**	**500**	**500**	**500**
Total Baseline Positions	**45,414**	**45,719**	**45,573**	**45,433**	**45,637**	**45,539**
Non-Reimbursable	40,679	40,826	40,915	40,972	41,203	41,116
Reimbursable	4,735	4,893	4,658	4,461	4,434	4,423
Total Full-Time	45,215	45,566	45,421	45,281	45,485	45,387
Total Full-Time Equivalents	199	153	152	152	152	152

* The July Financial Plan position data by category includes a recent major subways reorganization. Restated 2010 actual data by category is not available.

MTA New York City Transit
July Financial Plan 2012-2015
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
Managers/Supervisors	571	626	593	585	585	584
Professional, Technical, Clerical	1,293	1,206	1,056	1,053	1,052	1,052
Operational Hourlies	52	114	113	113	113	113
Total Administration	**1,916**	**1,946**	**1,762**	**1,751**	**1,750**	**1,749**
Operations						
Managers/Supervisors	2,501	2,533	2,551	2,527	2,526	2,526
Professional, Technical, Clerical	461	420	418	418	418	418
Operational Hourlies	18,591	18,781	18,762	18,702	18,702	18,702
Total Operations	**21,553**	**21,734**	**21,731**	**21,647**	**21,646**	**21,646**
Maintenance						
Managers/Supervisors	3,642	3,830	3,834	3,802	3,821	3,808
Professional, Technical, Clerical	1,007	995	961	932	923	917
Operational Hourlies	15,442	15,496	15,567	15,583	15,779	15,701
Total Maintenance	**20,091**	**20,321**	**20,362**	**20,317**	**20,523**	**20,426**
Engineering/Capital						
Managers/Supervisors	293	267	267	267	267	267
Professional, Technical, Clerical	1,054	949	949	949	949	949
Operational Hourlies	2	2	2	2	2	2
Total Engineering/Capital	**1,349**	**1,218**	**1,218**	**1,218**	**1,218**	**1,218**
Public Safety						
Managers/Supervisors	116	121	122	122	122	122
Professional, Technical, Clerical	33	32	32	32	32	32
Operational Hourlies	356	347	346	346	346	346
Total Public Safety	**505**	**500**	**500**	**500**	**500**	**500**
Total Baseline Positions						
Managers/Supervisors	7,123	7,377	7,367	7,303	7,321	7,307
Professional, Technical, Clerical	3,848	3,602	3,416	3,384	3,374	3,368
Operational Hourlies	34,443	34,740	34,790	34,746	34,942	34,864
Total Baseline Positions	**45,414**	**45,719**	**45,573**	**45,433**	**45,637**	**45,539**
Non-Reimbursable	40,679	40,826	40,915	40,972	41,203	41,116
Reimbursable	4,735	4,893	4,658	4,461	4,434	4,423
Total Full-Time	45,215	45,566	45,421	45,281	45,485	45,387
Total Full-Time Equivalents	199	153	152	152	152	152

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MTA Bus Company

MTA BUS COMPANY
2012 Preliminary Budget
July Financial Plan 2012 – 2015

FINANCIAL OVERVIEW

The 2011 July Financial Plan retains all February Plan initiatives and is adjusted to reflect new inflation assumptions, and budget guidelines.

There is a baseline cash deficit of $366.9 million as a result of:

- $211.1 million Total Receipts
- $415.3 million Labor Expenditures
- $162.7 million Non-Labor Expenditures

The 2011 baseline cash deficit is $64.9 million unfavorable primarily due to the timing of 2010 items and higher energy costs when compared to the February Plan.

The projected baseline deficit in 2012 is $326.5 million, increasing to $379.9 million in 2015. Total Receipts are $213.2 million in 2012 and increase to $219.8 million in 2015. Labor costs of $400.6 million in 2012 rise to $433.3 million in 2015. Total Non-Labor Expenditures in 2012 of $139.1 million increase to $166.4 million in 2015.

In 2011, total planned headcount will be 3,510, declining to 3,493 in 2012 and slightly increasing to 3,501 in 2013, and 3,505 in 2014 and 2015.

The July Plan projects higher costs in Fuel, Health & Welfare, Electrical, Insurance and other costs for 2012-2015, in addition to lower revenue projections. Also reflected in these projections are costs associated with new headcount needs and contractual pay rate increases funded by improvements in labor contracts and reductions in Other Business Expenses.

Other financial impacts include a 2010 cash timing adjustment of $53.6 million captured within the generic budget categories as follows:

- $18.9 million in Payroll for retro-active wage provisions for all represented employees
- $15.7 million in Insurance
- $7.6 million in Health and Welfare
- $3.0 million in Claims
- $2.3 million in Materials & Supplies
- $2.1 million in Professional Service Contracts
- $1.9 million in Pension costs based on a third-party actuarial evaluation
- $1.8 million in Maintenance and Other Operating Contracts
- $1.6 million in Other Fringe Benefits
- $0.1 million in Other Business Expense
- ($1.4) million in Fuel

Capital projects for upgrading facilities, purchasing depot equipment and replacing service vehicles are dependent upon securing full funding for the 2011-2014 Capital Program.

2011 Mid-Year Forecast

Total Revenue is projected to be $207.1 million, of which $181.2 million is expected from Farebox Revenue, $18.8 million in Other Operating Revenue, and $7.1 million in Capital and Other Reimbursements. Overall, total revenue decreased by approximately $1.0 million compared with the 2011 February Plan.

MTA Bus Company's forecast reflects total baseline expenses of $532.2 million before Depreciation and OPEB obligations. The baseline deficit increased by $64.9 million from the 2011 February Plan, primarily driven by:

- $53.6 million in cash timing from 2010
- $10.0 million total costs in Fuel and Electrical expenses
- $1.5 million total costs in New Needs, contractual pay rates and system implementation delays
- $0.9 million decrease in Farebox Revenue
- $0.1 million total costs in Other expenses

Offset by:

- $1.3 million in improvements in labor contract work rules and reductions in Other Business Expenses

2012 Preliminary Budget-Baseline

Total Revenue is projected to be $209.1 million, of which $183.3 million is expected from Farebox Revenue, $19.0 million in Other Operating Revenue, and $6.8 million in Capital and Other Reimbursements. This reflects a $2.1 million decrease compared with the 2011 February Plan.

MTA Bus Company's forecast reflects total baseline expenses of $546.0 million before Depreciation and OPEB obligations. The baseline deficit increased by $13.9 million from the 2011 February Plan, primarily driven by:

- $8.2 million total costs in Fuel and Electrical expenses
- $3.7 million costs in Health and Welfare
- $1.9 million total costs in New Needs including savings for contractual work rules
- $1.6 million decrease in Farebox Revenue
- $0.4 million total costs in Other expenses including system implementation delays

Offset by:

- $1.9 million in improvements in labor contract work rules and reductions in Other Business Expenses

2013 – 2015 Accrual Projections

The 2013 through 2015 total revenue and total expenses before Depreciation and OPEB obligation are as follows:

- Revenue:
    - 2013 - $210.8 million of which Farebox is $184.6 million
    - 2014 - $213.0 million of which Farebox is $186.3 million
    - 2015 - $215.0 million of which Farebox is $187.8 million

- Expenses:
    - 2013 - $561.1 million
    - 2014 - $575.8 million
    - 2015 - $600.1 million

Farebox Revenue projections are based on a model that uses current economic data (employment) to forecast ridership levels that translates into revenue. Farebox Revenue projections have decreased from the 2011 February Plan, however from year-to-year small increases in ridership and revenue are projected through 2015.

MTA BUS COMPANY
July Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Operating Revenue						
Farebox Revenue	$167.954	$181.232	$183.332	$184.587	$186.308	$187.804
Other Operating Revenue	21.625	18.841	19.019	19.391	19.771	20.169
Capital and Other Reimbursements		-	-	-	-	-
Total Revenue	**$189.579**	**$200.073**	**$202.351**	**$203.978**	**$206.079**	**$207.973**
Operating Expenses						
Labor:						
Payroll	$212.615	$224.051	$224.284	$225.574	$226.394	$234.061
Overtime	48.069	43.557	42.133	41.564	40.704	41.779
Health and Welfare	40.639	39.452	46.367	51.523	57.129	63.269
OPEB Current Payment	12.576	13.892	14.586	15.315	16.081	16.885
Pensions	32.835	33.506	41.863	41.974	42.666	43.227
Other Fringe Benefits	20.452	22.658	23.033	23.639	22.835	23.479
Reimbursable Overhead	(0.237)	-	-	-	-	-
Total Labor Expenses	**$366.949**	**$377.115**	**$392.266**	**$399.590**	**$405.810**	**$422.700**
Non-Labor:						
Traction and Propulsion Power						
Fuel for Buses and Trains	$27.106	$38.777	$40.491	$41.805	$42.751	$46.781
Insurance	13.552	13.291	14.668	16.135	19.791	19.523
Claims	45.335	24.000	25.000	26.000	27.000	28.000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	18.923	27.935	26.558	27.777	23.698	25.273
Professional Service Contracts	3.221	6.796	6.919	7.126	9.633	9.768
Materials & Supplies	23.727	32.372	29.104	31.668	37.752	38.569
Other Business Expenses	2.678	4.913	4.268	4.178	2.481	2.527
Total Non-Labor Expenses	**$134.541**	**$148.084**	**$147.008**	**$154.690**	**$163.106**	**$170.441**
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation & GASB Adj.	**$501.490**	**$525.199**	**$539.274**	**$554.280**	**$568.917**	**$593.141**
Depreciation	$40.388	$42.235	$42.235	$42.235	$42.235	$42.235
OPEB Obligation	51.600	54.630	55.415	56.296	56.919	57.663
Environmental Remediation	4.109	-	-	-	-	-
Total Expenses	**$597.587**	**$622.064**	**$636.924**	**$652.811**	**$668.071**	**$693.039**
Baseline Surplus/(Deficit)	**($408.008)**	**($421.991)**	**($434.573)**	**($448.833)**	**($461.992)**	**($485.066)**

MTA BUS COMPANY
July Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
($ in millions)

REIMBURSABLE

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Farebox Revenue		-	-	-	-	-
Other Operating Revenue		-	-	-	-	-
Capital and Other Reimbursements	2.014	7.047	6.751	6.808	6.906	7.002
Total Revenue	**$2.014**	**$7.047**	**$6.751**	**$6.808**	**$6.906**	**$7.002**
Expenses						
Labor:						
Payroll	$1.185	$5.235	$5.026	$5.066	$5.139	$5.213
Overtime	-	-	-	-	-	-
Health and Welfare	0.336	0.953	0.913	0.923	0.936	0.950
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.165	0.436	0.405	0.407	0.411	0.414
Other Fringe Benefits	0.091	0.423	0.407	0.412	0.419	0.425
Reimbursable Overhead	0.237	-	-	-	-	-
Total Labor Expenses	**$2.014**	**$7.047**	**$6.751**	**$6.808**	**$6.906**	**$7.002**
Non-Labor:						
Traction and Propulsion Power						
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	-	-	-	-	-	-
Total Non-Labor Expenses	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation & GASB Adj.	**$2.014**	**$7.047**	**$6.751**	**$6.808**	**$6.906**	**$7.002**
Depreciation	-	-	-	-	-	-
Total Expenses	**$2.014**	**$7.047**	**$6.751**	**$6.808**	**$6.906**	**$7.002**
Baseline Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA BUS COMPANY
July Financial Plan 2012 - 2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE / REIMBURSABLE	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Farebox Revenue	$167.954	$181.232	$183.332	$184.587	$186.308	$187.804
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	21.625	18.841	19.019	19.391	19.771	20.169
Capital and Other Reimbursements	2.014	7.047	6.751	6.808	6.906	7.002
Total Revenue	**$191.593**	**$207.120**	**$209.102**	**$210.786**	**$212.985**	**$214.975**
Expenses						
Labor:						
Payroll	$213.800	$229.286	$229.310	$230.640	$231.533	$239.275
Overtime	48.069	43.557	42.133	41.564	40.704	41.779
Health and Welfare	40.975	40.406	47.280	52.446	58.066	64.219
OPEB Current Payment	12.576	13.892	14.586	15.315	16.081	16.885
Pensions	33.000	33.942	42.268	42.381	43.077	43.641
Other Fringe Benefits	20.543	23.082	23.440	24.051	23.254	23.904
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	**$368.963**	**$384.163**	**$399.017**	**$406.398**	**$412.716**	**$429.702**
Non-Labor:						
Traction and Propulsion Power	-	-	-	-	-	-
Fuel for Buses and Trains	$27.106	$38.777	$40.491	$41.805	$42.751	$46.781
Insurance	13.552	13.291	14.668	16.135	19.791	19.523
Claims	45.335	24.000	25.000	26.000	27.000	28.000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	18.923	27.935	26.558	27.777	23.698	25.273
Professional Service Contracts	3.221	6.796	6.919	7.126	9.633	9.768
Materials & Supplies	23.727	32.372	29.104	31.668	37.752	38.569
Other Business Expenses	2.678	4.913	4.268	4.178	2.481	2.527
Total Non-Labor Expenses	**$134.541**	**$148.084**	**$147.008**	**$154.690**	**$163.106**	**$170.441**
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation & GASB Adj.	**$503.504**	**$532.246**	**$546.025**	**$561.088**	**$575.822**	**$600.143**
Depreciation	$40.388	$42.235	$42.235	$42.235	$42.235	$42.235
OPEB Obligation	51.600	54.630	55.415	56.296	56.919	57.663
Environmental Remediation	4.109	-	-	-	-	-
Total Expenses	**$599.601**	**$629.111**	**$643.675**	**$659.619**	**$674.976**	**$700.041**
Baseline Surplus/(Deficit)	**($408.008)**	**($421.991)**	**($434.573)**	**($448.833)**	**($461.992)**	**($485.066)**

MTA BUS COMPANY
July Financial Plan 2012 - 2015
Cash Receipts & Expenditures
($ in millions)

CASH RECEIPTS AND EXPENDITURES	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$166.068	$181.232	$183.332	$184.587	$186.308	$187.804
Other Operating Revenue	23.806	18.841	19.019	19.391	19.771	20.169
Capital and Other Reimbursements	2.737	11.019	10.862	11.399	11.625	11.855
Total Receipts	**$192.611**	**$211.092**	**$213.213**	**$215.377**	**$217.704**	**$219.828**
Expenditures						
Labor:						
Payroll	$210.046	$246.205	$227.327	$228.658	$229.541	$237.264
Overtime	49.269	43.557	42.133	41.564	40.704	41.779
Health and Welfare	43.683	47.583	46.877	52.039	57.656	63.805
OPEB Current Payment	12.576	13.892	14.586	15.315	16.081	16.885
Pensions	37.850	35.644	42.094	42.207	42.904	43.468
Other Fringe Benefits	20.300	24.524	23.275	23.884	23.085	23.733
GASB Account	3.579	3.948	4.317	5.317	6.317	6.317
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	**$377.302**	**$415.352**	**$400.608**	**$408.984**	**$416.288**	**$433.250**
Non-Labor:						
Traction and Propulsion Power						
Fuel for Buses and Trains	$28.941	$37.401	$40.491	$41.805	$42.751	$46.781
Insurance	4.506	28.955	14.668	16.135	19.791	19.523
Claims	18.709	18.000	17.100	22.000	24.000	24.000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	19.935	29.747	26.558	27.777	23.698	25.273
Professional Service Contracts	5.034	8.954	6.919	7.126	9.633	9.768
Materials & Supplies	24.933	34.638	29.104	31.668	37.752	38.569
Other Business Expenses	0.711	4.978	4.268	4.178	2.481	2.527
Total Non-Labor Expenditures	**$102.769**	**$162.673**	**$139.108**	**$150.690**	**$160.106**	**$166.440**
Other Expenditure Adjustments:						
Other	0.010	-	-	-	-	-
Total Other Expenditure Adjustments	**$0.010**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Gap Closing Actions:						
	-	-	-	-	-	-
Total Gap Closing Actions	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditures	**$480.081**	**$578.025**	**$539.716**	**$559.674**	**$576.394**	**$599.691**
Baseline Cash Deficit	**($287.469)**	**($366.932)**	**($326.504)**	**($344.297)**	**($358.690)**	**($379.863)**

MTA BUS COMPANY
July Financial Plan 2012 - 2015
Cash Conversion (Cash Flow Adjustments)
($ in millions)

CASH FLOW ADJUSTMENTS	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	($1.886)	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	2.181	-	-	-	-	-
Capital and Other Reimbursements	0.723	3.972	4.111	4.591	4.720	4.853
Total Receipts	**$1.019**	**$3.972**	**$4.111**	**$4.591**	**$4.720**	**$4.853**
Expenditures						
Labor:						
Payroll	$3.754	($16.919)	$1.982	1.982	1.992	2.010
Overtime	(1.200)	-	-	-	-	-
Health and Welfare	(2.707)	(7.178)	0.403	0.407	0.410	0.414
OPEB Current Payment	-	-	-	-	-	-
Pensions	(4.850)	(1.702)	0.174	0.175	0.173	0.173
Other Fringe Benefits	0.243	(1.442)	0.165	0.167	0.169	0.171
Pattern Labor Provision	-	-	-	-	-	-
GASB Account	(3.579)	(3.948)	(4.317)	(5.317)	(6.317)	(6.317)
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	**($8.339)**	**($31.189)**	**($1.592)**	**($2.586)**	**($3.572)**	**($3.549)**
Non-Labor:						
Traction and Propulsion Power	-	-	-	-	-	-
Fuel for Buses and Trains	($1.835)	$1.376	-	-	-	-
Insurance	9.045	(15.664)	-	-	-	-
Claims	26.627	6.000	7.900	4.000	3.000	4.000
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(1.012)	(1.812)	-	-	-	-
Professional Service Contracts	(1.814)	(2.158)	-	-	-	-
Materials & Supplies	(1.205)	(2.267)	-	-	-	-
Other Business Expenditures	1.967	(0.065)	-	-	-	-
Total Non-Labor Expenditures	**$31.773**	**($14.589)**	**$7.900**	**$4.000**	**$3.000**	**$4.000**
Other Expenditures Adjustments:						
Other	(0.010)	-	-	-	-	-
Total Other Expenditures Adjustments	**($0.010)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Gap Closing Actions:						
	-	-	-	-	-	-
Total Gap Closing Actions	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Cash Conversion Adjustments before Depreciation	**$24.442**	**($41.806)**	**$10.420**	**$6.005**	**$4.148**	**$5.304**
Depreciation Adjustment	$40.388	$42.235	$42.235	$42.235	$42.235	$42.235
OPEB Obligation	51.600	54.630	55.415	56.296	56.919	57.663
Environmental Remediation	4.109	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	**$120.539**	**$55.058**	**$108.070**	**$104.535**	**$103.302**	**$105.202**

MTA BUS COMPANY
2012 Preliminary Budget
July Financial Plan 2012 - 2015
Year-to-Year Summary of Changes

TOTAL REVENUE / RECEIPTS

Farebox Revenue

- Annual changes in Farebox Revenue are based on year-to-date actual results, as well as local employment indicators. The July Plan projects Farebox Revenue to increase approximately 1.0% per year through 2015.

Other Operating Revenue

- Other Operating Revenue is conservatively forecast to increase 1.0% from 2011 to 2012 and 2.0% annually over the 2012 to 2015 period.

Capital and Other Reimbursements

- Annual reimbursement levels fluctuate year-to-year based on reimbursable expense levels driven mostly by capital project requirements.

TOTAL EXPENSES / EXPENDITURES

Payroll

- Payroll costs are impacted by the new headcount needs as well as contractual pay rates. Ten new positions have been budgeted due to new needs in the Shop, Command Center, managers for Talent/Development and Procurement. Also included is the timing of 19 staff reductions due to system implementation delays; this has been offset through the conversion of 15 full-time positions to 30 part-time positions.

Overtime

- Contractual rate assumptions have been applied over the 2012 to 2015 period. During this period, overtime is projected to decline from $42.1 million to $41.8 million, primarily due to continued active management focus on monitoring and controlling overtime.

Health & Welfare

- Inflation assumptions for the years 2012-2015 average 8.6% (8.8% family, 8.5% individual).

Pension

- As discussed in the Payroll comments above, annual pension changes are the direct result of changes in headcount needs and contractual pay rates.

Other Fringe Benefits

- Projections are consistent with payroll rate assumptions.

Fuel for Buses and Trains

- The 2011 Diesel fuel average price per gallon is $3.05. Below are the projections:
    - 2012 = $3.07 representing 0.6% increase compared to 2011
    - 2013 = $3.15 representing 2.6% increase compared to 2012
    - 2014 = $3.14 representing -0.3% decrease compared to 2013
    - 2015 = $3.16 representing 0.6% increase compared to 2014

- The 2011 CNG fuel average price per therm is $0.82. Below are the projections:
    - 2012 = $0.87 representing 6.0% increase compared to 2011
    - 2013 = $0.90 representing 3.3% increase compared to 2012
    - 2014 = $0.94 representing 4.6% increase compared to 2013
    - 2015 = $0.99 representing 4.4% increase compared to 2014

Insurance

- Annual changes are based on payment and policy renewal schedules.

Claims

- Projections are consistent with the current third-party actuarial valuation.

Maintenance and Other Operating Contracts

- 2012 – 2015 inflation assumptions are based upon Global Insight's estimates as follows:
    - 2012: 1.70%.
    - 2013: 1.94%.
    - 2014: 2.05%.
    - 2015: 1.96%

Professional Service Contracts

2012 – 2015 Inflation assumptions are based upon Global Insight's estimates (as listed above under Maintenance and Other Operating Contracts)

Materials and Supplies

- 2012 – 2015 Inflation assumptions are based upon Global Insight's estimates (as listed above under Maintenance and Other Operating Contracts)

Other Business Expenses

- 2012 – 2015 Inflation assumptions are based upon Global Insight's estimates (as listed above under Maintenance and Other Operating Contracts)

Depreciation (non-cash)

- Annual expense changes are due to projections of additional capital assets (e.g., buses) reaching beneficial use.

MTA BUS COMPANY
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

NON-REIMBURSABLE — **Favorable/(Unfavorable)**

	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$181.232	$183.332	$2.100	$184.587	$1.255	$186.308	$1.721	$187.804	$1.496
Other Operating Revenue	18.841	19.019	0.178	19.391	0.372	19.771	0.380	20.169	0.398
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-
Total Revenue	**$200.073**	**$202.351**	**$2.278**	**$203.978**	**$1.627**	**$206.079**	**$2.101**	**$207.973**	**$1.894**
Expenses									
Labor:									
Payroll	$224.051	$224.284	($0.233)	$225.574	($1.290)	$226.394	($0.820)	$234.061	($7.667)
Overtime	43.557	42.133	1.424	41.564	0.568	40.704	0.861	41.779	(1.075)
Health and Welfare	39.452	46.367	(6.915)	51.523	(5.156)	57.129	(5.606)	63.269	(6.140)
OPEB Current Payment	13.892	14.586	(0.695)	15.315	(0.729)	16.081	(0.766)	16.885	(0.804)
Pensions	33.506	41.863	(8.357)	41.974	(0.111)	42.666	(0.692)	43.227	(0.560)
Other Fringe Benefits	22.658	23.033	(0.375)	23.639	(0.606)	22.835	0.804	23.479	(0.644)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenses	**$377.115**	**$392.266**	**($15.151)**	**$399.590**	**($7.324)**	**$405.810**	**($6.220)**	**$422.700**	**($16.890)**
Non-Labor:									
Traction and Propulsion Power	-	-		-	-	-	-	-	-
Fuel for Buses and Trains	$38.777	$40.491	($1.714)	$41.805	($1.314)	$42.751	($0.946)	$46.781	($4.030)
Insurance	13.291	14.668	(1.377)	16.135	(1.467)	19.791	(3.656)	19.523	0.267
Claims	24.000	25.000	(1.000)	26.000	(1.000)	27.000	(1.000)	28.000	(1.000)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	27.935	26.558	1.377	27.777	(1.220)	23.698	4.079	25.273	(1.574)
Professional Service Contracts	6.796	6.919	(0.123)	7.126	(0.207)	9.633	(2.507)	9.768	(0.135)
Materials & Supplies	32.372	29.104	3.267	31.668	(2.564)	37.752	(6.084)	38.569	(0.817)
Other Business Expenses	4.913	4.268	0.645	4.178	0.090	2.481	1.697	2.527	(0.046)
Total Non-Labor Expenses	**$148.084**	**$147.008**	**$1.076**	**$154.690**	**($7.682)**	**$163.106**	**($8.416)**	**$170.441**	**($7.334)**
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjs.	**$525.199**	**$539.274**	**($14.075)**	**$554.280**	**($15.006)**	**$568.917**	**($14.636)**	**$593.141**	**($24.224)**
Depreciation	$42.235	$42.235	-	$42.235	-	$42.235	-	$42.235	-
OPEB Obligation	54.630	55.415	(0.785)	56.296	(0.881)	56.919	(0.624)	57.663	(0.744)
Environmental Remediation	-	-	-	-	-	-	-	-	-
Total Expenses	**$622.064**	**$636.924**	**($14.861)**	**$652.811**	**($15.887)**	**$668.071**	**($15.260)**	**$693.039**	**($24.968)**
Baseline Net Surplus/(Deficit)	**($421.991)**	**($434.573)**	**($12.583)**	**($448.833)**	**($14.260)**	**($461.992)**	**($13.159)**	**($485.066)**	**($23.074)**

MTA BUS COMPANY
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

REIMBURSABLE

Favorable/(Unfavorable)

	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	-	-	-	-	-	-	-	-	-
Vehicle Toll Revenue									
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	7.047	6.751	(0.297)	6.808	0.057	6.906	0.098	7.002	0.096
Total Revenue	**$7.047**	**$6.751**	**($0.297)**	**$6.808**	**$0.057**	**$6.906**	**$0.098**	**$7.002**	**$0.096**
Expenses									
Labor:									
Payroll	$5.235	$5.026	$0.209	$5.066	($0.040)	$5.139	($0.073)	$5.213	($0.075)
Overtime	-	-	-	-	-	-	-	-	-
Health and Welfare	0.953	0.913	0.040	0.923	(0.010)	0.936	(0.013)	0.950	(0.013)
OPEB Current Payment	-	-	-	-	-	-	-	-	-
Pensions	0.436	0.405	0.031	0.407	(0.003)	0.411	(0.004)	0.414	(0.003)
Other Fringe Benefits	0.423	0.407	0.017	0.412	(0.005)	0.419	(0.007)	0.425	(0.005)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenses	**$7.047**	**$6.751**	**$0.297**	**$6.808**	**($0.057)**	**$6.906**	**($0.098)**	**$7.002**	**($0.097)**
Non-Labor:									
Traction and Propulsion Power									
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-
Other Business Expenses	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$7.047**	**$6.751**	**$0.297**	**$6.808**	**($0.057)**	**$6.906**	**($0.098)**	**$7.002**	**($0.097)**
Depreciation	-	-	-	-	-	-	-	-	-
Total Expenses	**$7.047**	**$6.751**	**$0.297**	**$6.808**	**($0.057)**	**$6.906**	**($0.098)**	**$7.002**	**($0.097)**
Baseline Net Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA BUS COMPANY
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

CASH RECEIPTS AND EXPENDITURES	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Receipts									
Farebox Revenue	$181.232	$183.332	$2.100	$184.587	$1.255	$186.308	$1.721	$187.804	$1.496
Other Operating Revenue	18.841	19.019	0.178	19.391	0.372	19.771	0.380	20.169	0.398
Capital and Other Reimbursements	11.019	10.862	(0.158)	11.399	0.537	11.625	0.227	11.855	0.230
Total Receipts	**$211.092**	**$213.213**	**$2.120**	**$215.377**	**$2.164**	**$217.704**	**$2.328**	**$219.828**	**$2.124**
Expenditures									
Labor:									
Payroll	$246.205	$227.327	$18.877	$228.658	($1.331)	$229.541	($0.883)	$237.264	($7.722)
Overtime	43.557	42.133	1.424	41.564	0.568	40.704	0.861	41.779	(1.075)
Health and Welfare	47.583	46.877	0.707	52.039	(5.162)	57.656	(5.617)	63.805	(6.149)
OPEB Current Payment	13.892	14.586	(0.695)	15.315	(0.729)	16.081	(0.766)	16.885	(0.804)
Pensions	35.644	42.094	(6.450)	42.207	(0.113)	42.904	(0.697)	43.468	(0.564)
Other Fringe Benefits	24.524	23.275	1.249	23.884	(0.609)	23.085	0.799	23.733	(0.648)
GASB Account	3.948	4.317	(0.369)	5.317	(1.000)	6.317	(1.000)	6.317	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	**$415.352**	**$400.608**	**$14.744**	**$408.984**	**($8.376)**	**$416.288**	**($7.304)**	**$433.250**	**($16.963)**
Non-Labor:									
Traction and Propulsion Power									
Fuel for Buses and Trains	$37.401	$40.491	($3.090)	$41.805	($1.314)	$42.751	($0.946)	$46.781	($4.030)
Insurance	28.955	14.668	14.287	16.135	(1.467)	19.791	(3.656)	19.523	0.267
Claims	18.000	17.100	0.900	22.000	(4.900)	24.000	(2.000)	24.000	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	29.747	26.558	3.190	27.777	(1.220)	23.698	4.079	25.273	(1.574)
Professional Service Contracts	8.954	6.919	2.035	7.126	(0.207)	9.633	(2.507)	9.768	(0.135)
Materials & Supplies	34.638	29.104	5.534	31.668	(2.564)	37.752	(6.084)	38.569	(0.817)
Other Business Expenses	4.978	4.268	0.709	4.178	0.090	2.481	1.697	2.527	(0.046)
Total Non-Labor Expenditures	**$162.673**	**$139.108**	**$23.565**	**$150.690**	**($11.582)**	**$160.106**	**($9.416)**	**$166.440**	**($6.334)**
Other Expenditure Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditures	**$578.025**	**$539.716**	**$38.308**	**$559.674**	**($19.958)**	**$576.394**	**($16.720)**	**$599.691**	**($23.297)**
Baseline Net Cash Deficit	**($366.932)**	**($326.504)**	**$40.429**	**($344.297)**	**($17.794)**	**($358.690)**	**($14.392)**	**($379.863)**	**($21.173)**

MTA BUS COMPANY
2012 Preliminary Budget
July Financial Plan 2012 - 2015
Summary of Major Plan-to-Plan Changes

2011: July Financial Plan vs. February Financial Plan

Revenue and Expense Changes

Total 2011 Non-Reimbursable Revenue is $200.1 million and expenses before depreciation is $525.2 million. This resulted in an unfavorable change of $11.4 million from the 2011 February Plan, comprised mostly of:

- Revenue - $0.9 million decrease in Farebox re-estimate
- Labor - $1.6 million costs primarily due to New Needs, including improvements in labor contract work rules, contractual pay rates and system implementation delays
- Non-Labor - $8.9 million costs primarily due to Fuel and Electrical expenses offset by reductions in Other Business Expenses to fund the labor increases

Reimbursable Changes

The reimbursable expense budget was reduced by $0.1 million for the July Plan. The reimbursable budget for MTA Bus includes in-house labor needed to manage, inspect and support facility projects from initial concept through final completion. It also includes the purchase of capital vehicles and equipment, which will be paid initially by the operating budget and then reimbursed from the Capital Program.

Cash Adjustments

Cash for all items mirror the Non-reimbursable / Reimbursable accrual tables, however a $53.6 million cash adjustment was made in 2011 only and represents the cash timing of 2010 Actuals vs. the 2010 Final Budget Estimate variance.

2012-2014: July Financial Plan vs. February Financial Plan

Revenue and Expense Changes

2012

The total baseline deficit increases by $13.9 million due to $1.6 million in lower revenue and $12.3 million in higher expenses compared to the February Plan. The costs are primarily driven by Fuel, Health & Welfare, contractual pay rates, New Needs, Electric and other costs offset by improvements in labor contracts and reductions in Other Business Expenses.

Reimbursable Changes

The reimbursable expense budget was reduced from $7.3 million to $6.8 million for the July Plan. Labor expenses decrease by $0.5 million.

2013

The total baseline deficit increases by $15.8 million due to $2.7 million in lower revenue and $13.1 million in higher expenses compared to the February Plan. The costs are primarily driven by Fuel, Health and Welfare, contractual pay rates, New Needs, Electricity and other costs offset by improvements in labor contracts and reductions in Other Business Expenses.

Reimbursable Changes

The reimbursable expense budget was reduced from $7.4 million to $6.8 million for the July Plan. Labor expenses decrease by $0.6 million.

2014

The total baseline deficit increases by $17.7 million due to $3.4 million in lower revenue and $14.3 million in higher expenses compared to the February Plan. The costs are primarily driven by Fuel, Health & Welfare, contractual pay rates, New Needs, Electric and other costs offset by improvements in labor contracts and reductions in Other Business Expenses.

Reimbursable Changes

The reimbursable expense budget was reduced from $7.5 million to $6.9 million for the July Plan. Labor expenses decrease by $0.6 million.

MTA Bus Company
July Financial Plan 2012 - 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

NON-REIMBURSABLE

	2011	2012	2013	2014	2015
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**($301.953)**	**($312.640)**	**($328.505)**	**($340.944)**	**($354.731)**
Baseline Changes					
Revenue					
Farebox Revenue	($0.929)	($1.560)	($2.709)	($3.422)	($5.626)
Vehicle Toll Revenue					
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue Changes	**($0.929)**	**($1.560)**	**($2.709)**	**($3.422)**	**($5.626)**
Expenses					
Labor:					
Payroll	($1.261)	($1.831)	($1.621)	($1.654)	($1.686)
Overtime	(0.063)	-	-	-	-
Health and Welfare	(0.127)	(3.894)	(4.707)	(5.582)	(10.844)
OPEB Current Payment	-	-	-	-	-
Pensions	(0.080)	(0.125)	(0.099)	(0.101)	(0.103)
Other Fringe Benefits	(0.054)	(0.085)	(0.067)	(0.068)	(0.069)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expense Changes	**($1.585)**	**($5.934)**	**($6.493)**	**($7.404)**	**($12.703)**
Non-Labor:					
Traction and Propulsion Power					
Fuel for Buses and Trains	($7.648)	($7.765)	($7.952)	($7.905)	($7.975)
Insurance	(0.095)	(0.153)	(0.198)	(0.247)	(0.272)
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(2.412)	(0.327)	(0.439)	(0.597)	(0.576)
Professional Service Contracts	(0.006)	(0.144)	0.007	(0.021)	-
Materials & Supplies	(0.046)	0.136	0.043	(0.116)	-
Other Business Expenses	1.293	1.885	1.949	1.968	2.020
Total Non-Labor Expense Changes	**($8.915)**	**($6.369)**	**($6.590)**	**($6.919)**	**($6.803)**
Other Expenditure Adjustments:					
Other	-	-	-	-	-
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Gap Closing Actions:					
	-	-	-	-	-
Total Gap Closing Actions	$0.000	$0.000	$0.000	$0.000	$0.000
Total Expenses before Depreciation and GA	**($10.500)**	**($12.304)**	**($13.083)**	**($14.324)**	**($19.506)**
Depreciation	-	-	-	-	-
OPEB Obligation	-	-	-	-	-
Environmental Remediation	-	-	-	-	-
Total Expense Changes	**($10.500)**	**($12.304)**	**($13.083)**	**($14.324)**	**($19.506)**
Cash Adjustment Changes					
Timing of 2010	(53.551)	0.000	0.000	0.000	0.000
Total Expense Changes	***($53.551)***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Cash Adjustment Changes	***($53.551)***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Tota	***($64.979)***	***($13.864)***	***($15.792)***	***($17.746)***	***($25.132)***
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**($366.932)**	**($326.504)**	**($344.297)**	**($358.690)**	**($379.863)**

MTA Bus Company

July Financial Plan 2012 - 2015

Changes Between Financial Plans by Generic Categories

($ in millions)

REIMBURSABLE

	2011	2012	2013	2014	2015
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**$0.000**	**($0.000)**	**($0.000)**	**$0.000**	**$0.000**
Baseline Changes					
Revenue					
Farebox Revenue	-	-	-	-	-
Vehicle Toll Revenue					
Capital and Other Reimbursements	($0.111)	($0.510)	($0.558)	($0.569)	($0.580)
Total Revenue Changes	**($0.111)**	**($0.510)**	**($0.558)**	**($0.569)**	**($0.580)**
Expenses					
Labor:					
Payroll	$0.079	$0.362	$0.396	$0.404	$0.412
Overtime	-	-	-	-	-
Health and Welfare	0.016	0.072	0.079	0.081	0.082
OPEB Current Payment	-	-	-	-	-
Pensions	0.010	0.045	0.050	0.051	0.052
Other Fringe Benefits	0.007	0.031	0.034	0.034	0.035
Reimbursable Overhead	-	-	-	-	-
Total Labor Expense Changes	**$0.111**	**$0.510**	**$0.558**	**$0.569**	**$0.581**
Non-Labor:					
Traction and Propulsion Power					
Fuel for Buses and Trains	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	-	-	-	-	-
Total Non-Labor Expense Changes	**-**	**-**	**-**	**-**	**-**
Total Expenses before Depreciation					
Depreciation					
Total Expense Changes	**$0.111**	**$0.510**	**$0.558**	**$0.569**	**$0.581**
Cash Adjustment Changes					
Total Cash Adjustment Changes	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Tota	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA BUS COMPANY
July Financial Plan 2012 - 2015
Summary of Major Programmatic Changes Between Financial Plans
($ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2011	2012	2013	2014	2015
Baseline 2011 February Financial Plan - Operating Cash Income/(Deficit)	**($301.953)**	**($312.640)**	**($328.505)**	**($340.944)**	**($354.731)**
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue	(0.929)	(1.560)	(2.709)	(3.422)	(5.626)
Other Operating Revenue	-	-	-	-	-
Sub-Total Non-Reimbursable Revenue Changes	**($0.929)**	**($1.560)**	**($2.709)**	**($3.422)**	**($5.626)**
Expenses					
Programs:					
Maintenance - Line Supervisor	($0.104)	($0.209)	($0.209)	($0.213)	($0.217)
Procurement - Heating Fuel Processing	(0.047)	(0.101)	(0.111)	(0.113)	(0.115)
Training - Talent Managers	(0.361)	(0.773)	(0.845)	(0.863)	(0.879)
Transportation - Dispatchers	(0.089)	(0.176)	(0.176)	(0.180)	(0.183)
Transportation - Part Time Operator replace FT Operator	0.300	0.399	0.399	0.407	0.415
Maintenance & Other Operating - Diesel	(7.648)	(7.765)	(7.952)	(7.905)	(7.975)
Payroll - Revised Rate of Pay	(1.001)	(1.001)	(1.001)	(1.022)	(1.042)
Other Business Expense - Office Supplies and Misc Expenses	1.303	1.861	1.943	1.983	2.022
Maintenance & Other Operating - Electricity	(2.375)	(0.439)	(0.480)	(0.526)	(0.576)
Systems - BSC Delay	(0.219)	(0.379)	-	-	-
Winter snow labor - Winter snow labor	(0.063)	-	-	-	-
BSC Costs - BSC Costs	-	(0.162)	-	-	-
Sub-Total Programs	**($10.305)**	**($8.745)**	**($8.432)**	**($8.431)**	**($8.551)**
Major Re-estimates/Technical Adjustments/Other:					
Guidence - Insurance	($0.095)	($0.153)	($0.198)	($0.247)	($0.272)
CPI - Maintenance and Other Operating Contracts - CPI	(0.037)	0.112	0.041	(0.071)	-
CPI - Materials & Supplies - CPI	(0.046)	0.136	0.043	(0.116)	-
CPI - Other Business Expense - CPI	(0.010)	0.024	0.006	(0.015)	(0.002)
CPI - Professional Service Contracts - CPI	(0.006)	0.018	0.007	(0.021)	-
H&W - H&W	-	(3.694)	(4.550)	(5.421)	(10.681)
Sub-Total Non-Reimbursable Expense Changes	($0.195)	($3.559)	($4.651)	($5.892)	($10.954)
Total Non-Reimbursable Major Changes	**($11.429)**	**($13.864)**	**($15.792)**	**($17.746)**	**($25.132)**
Reimbursable Major Changes					
Revenue	0.000	0.000	0.000	0.000	0.000
Reimbursement of Increased Expense Requirements					
Sub-Total Reimbursable Revenue Changes	$0.000	$0.000	$0.000	$0.000	$0.000
Expenses					
	0.000	0.000	0.000	0.000	0.000
Sub-Total Reimbursable Expense Changes	$0.000	$0.000	$0.000	$0.000	$0.000
Total Reimbursable Major Changes	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Accrual Changes	***($11.429)***	***($13.864)***	***($15.792)***	***($17.746)***	***($25.132)***
Cash Adjustment Changes					
Timing from 2010	(53.551)	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	***($53.551)***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Baseline Changes	***($64.979)***	***($13.864)***	***($15.792)***	***($17.746)***	***($25.132)***
Baseline 2011 July Financial Plan - Operating Cash Income/(Deficit)	**($366.932)**	**($326.504)**	**($344.297)**	**($358.690)**	**($379.863)**

MTA BUS COMPANY
2012 Preliminary Budget
July Financial Plan 2012 – 2015
Ridership / (Utilization)

Fixed Route Ridership:

As of April 2011 year-to-date, utilization has declined 0.8% below comparable 2010 actuals. The cause of the year-to-date decline is partly due to inclement winter weather that negatively affected ridership and Farebox Revenue. The July Plan ridership projections reflect an average of 1.0% annual increase in 2012 through 2015.

Compared with the 2011 February Plan, July Plan ridership has remained consistent with small variances through 2015. The forecast is based on the May 2010 Global Insight Employment Forecast.

Revenue:

Recent year-to-year changes to the economic and employment outlook in the New York region shows improvements and as such Farebox Revenue projections reflect these increases. Compared to the 2011 February Plan, the 2011 July Plan revenue has an average increase of 1.0% per year in 2012 through 2015.

MTA BUS COMPANY
July Financial Plan 2012 - 2015
Ridership/(Utilization)
(in millions)

	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
RIDERSHIP					
Fixed Route	120.228	121.621	122.454	123.595	124.588
Baseline Total Ridership	**120.228**	**121.621**	**122.454**	**123.595**	**124.588**
FAREBOX REVENUE					
Fixed Route	$181.232	$183.332	$184.587	$186.308	$187.804
Baseline Total Revenue	**$181.232**	**$183.332**	**$184.587**	**$186.308**	**$187.804**

MTA BUS COMPANY
2012 Preliminary Budget
July Financial Plan 2012-2015
POSITIONS

Plan-to-Plan Changes

Total Non-Reimbursable and Reimbursable Baseline Positions

2011: July Financial Plan vs. February Financial Plan

The starting baseline positions for the 2011 February Plan was; 3,498. There is a total of +12 positions added which will result in the sum of 3,510 positions for the 2011 July Plan. The changes are as follows:

- +6 System implementation delays
- - 6 15% Reimbursable Administrative Reduction
- +5 Talent Management and Development Program
- +2 Centralized Base Radio Systems for Road Calls and Accidents
- +2 Shop Overhaul Supervision Program
- +2 Reimbursable Quota for New Bus Specifications and Support for procurement and bid packaging
- +1 Heating Fuel Payment Processing for BSC

2012, 2013, 2014 & 2015: July Financial Plan vs. February Financial Plan

Through the remainder of the plan, total baseline positions are projected to increase by 6 positions each year.

Year-to- Year Changes

2012 Changes Over 2011:

The year-to-year changes total -17 positions, which will result in the sum of 3,493 for the year 2012. The -17 positions is a net sum of the following changes:

2012 - Net Change of -17 positions

- -19 System implementation delays
- +2 Shop Overhaul Program

2013 Changes Over 2012:

The total number of positions in 2013 increases by 8, leaving the number of overall positions at 3,501. The changes are as follows:

2014 - Net Change of +8 Positions

- +7 Shop Overhaul Project
- +1 Maintenance System

2014 Changes Over 2013:

The total number of positions in 2014 increases by 4, leaving the number of overall positions at 3,505. The changes are as follows:

2014 - Net Change of +4 Positions

- +4 Shop Overhaul Program

2015 Changes Over 2014:

There are no changes in 2015

MTA BUS COMPANY
July Financial Plan 2012 - 2015
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
Office of the EVP	4	4	4	4	4	4
Human Resources	9	8	5	5	5	5
Office of Management and Budget	13	17	17	17	17	17
Technology & Information Services	27	17	17	18	18	18
Materiel	15	18	18	18	18	18
Controller	32	29	13	13	13	13
Office of the President	4	7	7	7	7	7
System Safety Administration	1	5	5	5	5	5
Law	19	21	21	21	21	21
Corporate Communications	2	2	2	2	2	2
Labor Relations	-	4	4	4	4	4
Non Departmental	-	46	46	46	46	46
Total Administration	**126**	**178**	**159**	**160**	**160**	**160**
Operations						
Buses	2,035	2,048	2,048	2,048	2,048	2,048
Office of the Executive Vice President, Regional	1	1	1	1	1	1
Safety & Training	47	23	23	23	23	23
Road Operations	106	113	113	113	113	113
Transportation Support	21	20	20	20	20	20
Operations Planning	23	23	23	23	23	23
Revenue Control	25	21	21	21	21	21
Total Operations	**2,258**	**2,249**	**2,249**	**2,249**	**2,249**	**2,249**
Maintenance						
Buses	719	730	730	730	730	730
Maintenance Support/CMF	91	153	155	162	166	166
Facilities	29	72	72	72	72	72
Supply Logistics	80	82	82	82	82	82
Total Maintenance	**919**	**1,037**	**1,039**	**1,046**	**1,050**	**1,050**
Engineering/Capital						
Capital Program Management	26	34	34	34	34	34
Public Safety						
Office of the Senior Vice President	10	12	12	12	12	12
Total Positions	**3,339**	**3,510**	**3,493**	**3,501**	**3,505**	**3,505**
Non-Reimbursable	3,300	3,450	3,433	3,441	3,445	3,445
Reimbursable	39	60	60	60	60	60
Total Full-Time	3,339	3,495	3,478	3,486	3,490	3,490
Total Full-Time Equivalents	-	15	15	15	15	15

MTA BUS COMPANY
July Financial Plan 2012 - 2015
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
Managers/Supervisors	43	41	40	40	40	40
Professional, Technical, Clerical	83	91	73	74	74	74
Operational Hourlies	-	46	46	46	46	46
Total Administration	**126**	**178**	**159**	**160**	**160**	**160**
Operations						
Managers/Supervisors	288	286	286	286	286	286
Professional, Technical, Clerical	51	45	45	45	45	45
Operational Hourlies	1,919	1,918	1,918	1,918	1,918	1,918
Total Operations	**2,258**	**2,249**	**2,249**	**2,249**	**2,249**	**2,249**
Maintenance						
Managers/Supervisors	177	203	203	203	203	203
Professional, Technical, Clerical	10	12	12	12	12	12
Operational Hourlies	732	822	824	831	835	835
Total Maintenance	**919**	**1,037**	**1,039**	**1,046**	**1,050**	**1,050**
Engineering/Capital						
Managers/Supervisors	14	18	18	18	18	18
Professional, Technical, Clerical	12	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	**26**	**34**	**34**	**34**	**34**	**34**
Public Safety						
Managers/Supervisors	5	9	9	9	9	9
Professional, Technical, Clerical	5	3	3	3	3	3
Operational Hourlies	-	-	-	-	-	-
Total Public Safety	**10**	**12**	**12**	**12**	**12**	**12**
Total Positions						
Managers/Supervisors	527	557	556	556	556	556
Professional, Technical, Clerical	161	167	149	150	150	150
Operational Hourlies	2,651	2,786	2,788	2,795	2,799	2,799
Total Baseline Positions	**3,339**	**3,510**	**3,493**	**3,501**	**3,505**	**3,505**

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Staten Island Railway

MTA STATEN ISLAND RAILWAY
2012 Preliminary Budget
July Financial Plan 2012 - 2015

FINANCIAL OVERVIEW

The 2012 Preliminary Budget and projections for the years 2013-2015 provide sufficient funding to maintain current service levels as well as to maintain MTA's commitment to safety and security. Performance indicators including mean distance between failures and on-time performance remain within targeted levels.

2011 Mid-Year Forecast

MTA Staten Island Railway's 2011 Mid-Year Forecast reflects total expenses before depreciation and other post-employment benefits (OPEB) of $35.807 million, including $34.202 million of non-reimbursable expenses and $1.605 million of reimbursable expenses. Total revenues are projected to be $8.978 million, of which $7.373 million are operating revenues and $1.605 million represent capital reimbursements. Total full-time positions are 261, including 258 non-reimbursable positions and 3 reimbursable positions.

The 2011 Mid-Year Forecast operating cash deficit is projected to decrease by $2.673 million, based on the following changes:

- A pension re-estimate, to be more consistent with current actuarial information, resulting in a reduction in expenses of $3.021 million;
- Budget Reduction Program savings of $0.400 million, mostly from maintaining vacancies through the end of the year, a reduction of overtime expenses and implementation of material efficiencies;
- A reduction in farebox revenue of $0.298 million, based on a recent ridership trend;
- Updated inflation assumptions resulting in an expense increase of $0.237 million
- An increase in overtime expenses of $0.164 million, due mostly to multiple storms that occurred early in the year; and
- Unfavorable timing of expenditures from 2010 of $0.049 million.

2012 Preliminary Budget

MTA Staten Island Railway's 2012 Preliminary Budget reflects total expenses before depreciation and OPEB of $42.850 million, including $41.178 million of non-reimbursable expenses and $1.672 million of reimbursable expenses. Total revenues are projected to be $9.149 million, of which $7.477 million are operating revenues and $1.672 million represent capital reimbursements. Total full-time positions are 271, including 268 non-reimbursable positions and 3 reimbursable positions.

The 2012 Preliminary Budget operating cash deficit is projected to increase by $0.509 million, due to the following changes:

- An expense increase of $2.694 million to replace several non-revenue vehicles that have exceeded their useful lives and are in poor condition. MTA is currently reviewing its non-revenue vehicle needs company-wide, which could result in a reduction to this request.

- The addition of 10 hourly positions and $1.116 million of expenses for Electronics Maintenance requirements in support of planned and on-going implementation of electronics equipment and systems.

- A reduction in farebox revenue of $0.313 million, based on a recent ridership trend and a reduced projection of employment growth.

- Updated inflation assumptions, resulting in an expense increase of $0.334 million.

- A pension re-estimate, to be more consistent with current actuarial information, resulting in a reduction in expenses of $3.948 million.

Financial Plan 2013-2014 Projections

Operating cash deficits are projected to decrease by $0.987 million in 2013 and $0.437 million in 2014. Major changes include:

- Pension re-estimates, to be more consistent with current actuarial information, resulting in reductions in expenses of $3.500 million in 2013 and $3.395 million in 2014.

- Expense increases of $0.523 million in 2013 and $0.643 million in 2014 to replace several non-revenue vehicles that either have exceeded their useful lives, are in poor condition or pose a safety concern.

- Updated inflation assumptions, resulting in expense increases of $0.558 million in 2013 and $0.814 million in 2014.

- Lower farebox revenues of $0.316 million in 2013 and $0.295 million in 2014, based mostly on ridership trends.

MTA STATEN ISLAND RAILWAY
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

Non-Reimbursable

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Operating Revenue						
Farebox Revenue	$5.020	$5.302	$5.406	$5.484	$5.578	$5.663
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.167	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	**$7.187**	**$7.373**	**$7.477**	**$7.555**	**$7.649**	**$7.734**
Operating Expenses						
Labor:						
Payroll	$18.934	$16.076	$17.292	$17.615	$17.937	$18.253
Overtime	1.092	0.747	0.681	0.696	0.712	0.727
Health and Welfare	2.697	3.323	3.881	4.435	4.818	5.235
OPEB Current Payment	0.545	0.585	0.628	0.673	0.722	0.775
Pensions	3.850	4.000	5.848	6.017	6.267	6.529
Other Fringe Benefits	1.588	1.191	1.284	1.266	1.294	1.314
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	**$28.706**	**$25.922**	**$29.614**	**$30.702**	**$31.750**	**$32.833**
Non-Labor:						
Traction and Propulsion Power	$2.943	$3.659	$3.933	$4.202	$4.516	$4.855
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.258	0.349	0.267	0.293	0.440	0.355
Claims	0.021	0.268	0.273	0.273	0.280	0.284
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.842	2.520	2.621	2.668	2.749	2.846
Professional Service Contracts	0.396	0.408	0.415	0.416	0.427	0.434
Materials & Supplies	0.997	1.071	4.050	1.842	2.085	2.130
Other Business Expenses	0.000	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenses	**$9.457**	**$8.280**	**$11.564**	**$9.699**	**$10.502**	**$10.909**
Other Expenses Adjustments:						
Other						
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjs.	**$38.163**	**$34.202**	**$41.178**	**$40.401**	**$42.252**	**$43.742**
Depreciation	$9.106	$9.000	$9.000	$9.000	$9.000	$9.000
OPEB Obligation	1.900	2.800	3.000	3.000	3.000	3.000
Environmental Remediation	0.208	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$49.377**	**$46.002**	**$53.178**	**$52.401**	**$54.252**	**$55.742**
Baseline Surplus/(Deficit)	**($42.190)**	**($38.629)**	**($45.701)**	**($44.846)**	**($46.603)**	**($48.008)**

MTA STATEN ISLAND RAILWAY
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

REIMBURSABLE

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.193	1.605	1.672	1.674	1.680	1.680
Total Revenue	**$0.193**	**$1.605**	**$1.672**	**$1.674**	**$1.680**	**$1.680**
Expenses						
Labor:						
Payroll	$0.055	$0.282	$0.288	$0.287	$0.288	$0.288
Overtime	0.063	0.690	0.704	0.704	0.704	0.704
Health and Welfare	0.022	0.466	0.509	0.513	0.517	0.517
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.044	0.092	0.094	0.094	0.094	0.094
Other Fringe Benefits	0.009	0.075	0.077	0.076	0.077	0.077
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	**$0.193**	**$1.605**	**$1.672**	**$1.674**	**$1.680**	**$1.680**
Non-Labor:						
Traction and Propulsion Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenses Adjustments:						
Other						
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$0.193**	**$1.605**	**$1.672**	**$1.674**	**$1.680**	**$1.680**
Depreciation						
Total Expenses	**$0.193**	**$1.605**	**$1.672**	**$1.674**	**$1.680**	**$1.680**
Baseline Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA STATEN ISLAND RAILWAY
July Financial Plan 2012-2015
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE / REIMBURSABLE

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Revenue						
Farebox Revenue	$5.020	$5.302	$5.406	$5.484	$5.578	$5.663
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.167	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.193	1.605	1.672	1.674	1.680	1.680
Total Revenue	**$7.380**	**$8.978**	**$9.149**	**$9.229**	**$9.329**	**$9.414**
Expenses						
Labor:						
Payroll	$18.989	$16.358	$17.580	$17.902	$18.225	$18.541
Overtime	1.155	1.437	1.385	1.400	1.416	1.431
Health and Welfare	2.719	3.789	4.390	4.948	5.335	5.752
OPEB Current Payment	0.545	0.585	0.628	0.673	0.722	0.775
Pensions	3.894	4.092	5.942	6.111	6.361	6.623
Other Fringe Benefits	1.597	1.266	1.361	1.342	1.371	1.391
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	**$28.899**	**$27.527**	**$31.286**	**$32.376**	**$33.430**	**$34.513**
Non-Labor:						
Traction and Propulsion Power	$2.943	$3.659	$3.933	$4.202	$4.516	$4.855
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.258	0.349	0.267	0.293	0.440	0.355
Claims	0.021	0.268	0.273	0.273	0.280	0.284
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.842	2.520	2.621	2.668	2.749	2.846
Professional Service Contracts	0.396	0.408	0.415	0.416	0.427	0.434
Materials & Supplies	0.997	1.071	4.050	1.842	2.085	2.130
Other Business Expenses	0.000	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenses	**$9.457**	**$8.280**	**$11.564**	**$9.699**	**$10.502**	**$10.909**
Other Expenses Adjustments:						
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$38.356**	**$35.807**	**$42.850**	**$42.075**	**$43.932**	**$45.422**
Depreciation	$9.106	$9.000	$9.000	$9.000	$9.000	$9.000
OPEB Obligation	1.900	2.800	3.000	3.000	3.000	3.000
Environmental Remediation	0.208	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$49.570**	**$47.607**	**$54.850**	**$54.075**	**$55.932**	**$57.422**
Baseline Surplus/(Deficit)	**($42.190)**	**($38.629)**	**($45.701)**	**($44.846)**	**($46.603)**	**($48.008)**

MTA STATEN ISLAND RAILWAY
February Financial Plan 2012-2015
Cash Receipts & Expenditures
($ in millions)

CASH RECEIPTS AND EXPENDITURES

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	$5.000	$5.302	$5.406	$5.484	$5.578	$5.663
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.140	2.071	2.071	2.071	2.071	2.071
Capital and Other Reimbursements	0.081	1.605	1.672	1.674	1.680	1.680
Total Receipts	**$7.221**	**$8.978**	**$9.149**	**$9.229**	**$9.329**	**$9.414**
Expenditures						
Labor:						
Payroll	$15.578	$20.913	$17.580	$17.902	$18.225	$18.541
Overtime	1.072	1.437	1.385	1.400	1.416	1.431
Health and Welfare	2.826	3.789	4.390	4.948	5.335	5.752
OPEB Current Payment	0.545	0.585	0.628	0.673	0.722	0.775
Pensions	3.431	4.092	5.942	6.111	6.361	6.623
Other Fringe Benefits	1.606	1.614	1.361	1.342	1.371	1.391
GASB Account	0.290	0.317	0.347	0.379	0.415	0.415
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**$25.348**	**$32.747**	**$31.633**	**$32.755**	**$33.845**	**$34.928**
Non-Labor:						
Traction and Propulsion Power	$2.968	$3.659	$3.933	$4.202	$4.516	$4.855
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.159	0.383	0.267	0.293	0.440	0.355
Claims	0.250	0.268	0.273	0.273	0.280	0.284
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.466	2.520	2.621	2.668	2.749	2.846
Professional Service Contracts	0.441	0.408	0.415	0.416	0.427	0.434
Materials & Supplies	0.782	1.086	4.050	1.842	2.085	2.130
Other Business Expenses	0.000	0.005	0.005	0.005	0.005	0.005
Total Non-Labor Expenditures	**$11.066**	**$8.329**	**$11.564**	**$9.699**	**$10.502**	**$10.909**
Other Expenditure Adjustments:						
Other						
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditures	**$36.414**	**$41.076**	**$43.197**	**$42.454**	**$44.347**	**$45.837**
Baseline Cash Deficit	**($29.193)**	**($32.098)**	**($34.048)**	**($33.225)**	**($35.018)**	**($36.423)**

MTA STATEN ISLAND RAILWAY
July Financial Plan 2012-2015
Cash Conversion (Cash Flow Adjustments)
($ in millions)

CASH FLOW ADJUSTMENTS

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Receipts						
Farebox Revenue	($0.020)	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.027)	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.112)	0.000	0.000	0.000	0.000	0.000
Total Receipts	**($0.159)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Expenditures						
Labor:						
Payroll	$3.411	($4.555)	$0.000	$0.000	$0.000	$0.000
Overtime	0.083	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.107)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.463	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	(0.009)	(0.348)	0.000	0.000	0.000	0.000
GASB Account	(0.290)	(0.317)	(0.347)	(0.379)	(0.415)	(0.415)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**$3.551**	**($5.220)**	**($0.347)**	**($0.379)**	**($0.415)**	**($0.415)**
Non-Labor:						
Traction and Propulsion Power	($0.025)	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.099	(0.034)	0.000	0.000	0.000	0.000
Claims	(0.229)	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(1.624)	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	(0.045)	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.215	(0.015)	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	**($1.609)**	**($0.049)**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenditures Adjustments:						
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expenditures Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	**$1.783**	**($5.269)**	**($0.347)**	**($0.379)**	**($0.415)**	**($0.415)**
Depreciation Adjustment	$9.106	$9.000	$9.000	$9.000	$9.000	$9.000
OPEB Obligation	1.900	2.800	3.000	3.000	3.000	3.000
Environmental Remediation	0.208	0.000	0.000	0.000	0.000	0.000
Baseline Total Cash Conversion Adjustments	**$12.997**	**$6.531**	**$11.653**	**$11.621**	**$11.585**	**$11.585**
Total Cash Conversion Adjustments	**$12.997**	**$6.531**	**$11.653**	**$11.621**	**$11.585**	**$11.585**

MTA STATEN ISLAND RAILWAY
2012 Preliminary Budget
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category-Baseline

TOTAL REVENUES/RECEIPTS

Farebox Revenue

- Farebox revenue improvements are based mainly on global insight employment projections that reveal modest annual growth in ridership of: 2.0% or $0.104 million in 2012, 1.4% or $0.078 million in 2013 1.7% or $0.094 million in 2014, and 1.5% or $0.085 million in 2015.

Other Operating Revenue

- No changes.

Capital and Other Reimbursements

- Annual increases are projected from 2012 through 2014 to provide for reimbursement consistent with projected inflationary increases.

TOTAL EXPENSES/EXPENDITURES

Payroll

- 2011-2015 includes provisions for cost of living increases for non-represented employees, following two-years of wage freezes, of 2.23%, 2.20%, 1.97%, 1.91% and 1.85%, respectively;

- 2011-2015 includes projected wage inflation increases for represented employees of 2.20%, 1.97%, 1.91% and1.85%, respectively.

Overtime

- Includes projected wage inflation increases as noted above for represented employees.

Health & Welfare

- 2011-2015 includes projected rate increases of 12.5%, 12.5%, 14.6%, 8.80% and 8.80%, respectively.

OPEB

- Projections are based on current actuarial valuation

Pension

- Projections are based on current actuarial information.

Other Fringe Benefits

- Inflation assumptions are consistent with payroll rate increase assumptions.

Traction and Propulsion Power

- 2012-2015 reflect projected New York Power Authority (NYPA) increases provided by MTA.

Insurance

- 2012-2015 assumptions provided by MTA.

Claims

- 2012-2015 inflation assumptions are based upon Global Insight's estimates of 1.70%, 1.94%, 2.05% and=1.96%, respectively.

Maintenance and Other Operating Contracts

- 2012-2015 inflation assumptions are based upon Global Insight's estimates of 1.70%, 1.94%, 2.05% and 1.96%, respectively.

- 2012-2015 lighting expense reflects projected New York Power Authority (NYPA) increases.

- 2012-2015 fuel expense reflects projected increases based on assumptions provided by MTA.

Professional Service Contracts

- 2012-2015 inflation assumptions are based upon Global Insight's estimates of 1.70%, 1.94%, 2.05% and 1.96%, respectively.

Materials and Supplies

- 2012-2015 inflation assumptions are based upon Global Insight's estimates of 3.05%, 2.27%, 2.11% and 2.00%, respectively.

Other Business Expenses

- 2012-2015 inflation assumptions are based upon Global Insight's estimates of 1.70%,1.94%, 2.05% and 1.96%, respectively.

Depreciation

- Re-estimated annual expenses of $9.0 million do not increase during the Financial Plan period, as no additional capital assets are projected to reach beneficial use.

MTA STATEN ISLAND RAILWAY
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

NON-REIMBURSABLE

Favorable/(Unfavorable)

	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$5.302	$5.406	$0.104	$5.484	$0.078	$5.578	$0.094	$5.663	$0.085
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.071	2.071	0.000	2.071	0.000	2.071	0.000	2.071	0.000
Capital and Other Reimbursements	0.000	0.000	$0.000	0.000	$0.000	0.000	$0.000	0.000	$0.000
Total Revenue	**$7.373**	**$7.477**	**$0.104**	**$7.555**	**$0.078**	**$7.649**	**$0.094**	**$7.734**	**$0.085**
Expenses									
Labor:									
Payroll	$16.076	$17.292	(1.216)	$17.615	(0.323)	$17.937	(0.322)	$18.253	(0.316)
Overtime	0.747	0.681	0.066	0.696	(0.015)	0.712	(0.016)	0.727	(0.015)
Health and Welfare	3.323	3.881	(0.558)	4.435	(0.554)	4.818	(0.383)	5.235	(0.417)
OPEB Current Payment	0.585	0.628	(0.043)	0.673	(0.045)	0.722	(0.049)	0.775	(0.053)
Pensions	4.000	5.848	(1.848)	6.017	(0.169)	6.267	(0.250)	6.529	(0.262)
Other Fringe Benefits	1.191	1.284	(0.093)	1.266	0.018	1.294	(0.028)	1.314	(0.020)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	**$25.922**	**$29.614**	**($3.692)**	**$30.702**	**($1.088)**	**$31.750**	**($1.048)**	**$32.833**	**($1.083)**
Non-Labor:									
Traction and Propulsion Power	3.659	3.933	(0.274)	4.202	(0.269)	4.516	(0.314)	4.855	(0.339)
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.349	0.267	0.082	0.293	(0.026)	0.440	(0.147)	0.355	0.085
Claims	0.268	0.273	(0.005)	0.273	0.000	0.280	(0.007)	0.284	(0.004)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.520	2.621	(0.101)	2.668	(0.047)	2.749	(0.081)	2.846	(0.097)
Professional Service Contracts	0.408	0.415	(0.007)	0.416	(0.001)	0.427	(0.011)	0.434	(0.007)
Materials & Supplies	1.071	4.050	(2.979)	1.842	2.208	2.085	(0.243)	2.130	(0.045)
Other Business Expenses	0.005	0.005	0.000	0.005	0.000	0.005	0.000	0.005	0.000
Total Non-Labor Expenses	**$8.280**	**$11.564**	**($3.284)**	**$9.699**	**$1.865**	**$10.502**	**($0.803)**	**$10.909**	**($0.407)**
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation and GASB Adjs.	**$34.202**	**$41.178**	**($6.976)**	**$40.401**	**$0.777**	**$42.252**	**($1.851)**	**$43.742**	**($1.490)**
Depreciation	9.000	9.000	0.000	9.000	0.000	9.000	0.000	9.000	0.000
OPEB Obligation	2.800	3.000	(0.200)	3.000	0.000	3.000	0.000	3.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$46.002**	**$53.178**	**($7.176)**	**$52.401**	**$0.777**	**$54.252**	**($1.851)**	**$55.742**	**($1.490)**
Net Surplus/(Deficit)	**($38.629)**	**($45.701)**	**($7.072)**	**($44.846)**	**$0.855**	**($46.603)**	**($1.757)**	**($48.008)**	**($1.405)**

MTA STATEN ISLAND RAILWAY
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Accrual Basis
($ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Revenue									
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1.605	1.672	$0.067	1.674	$0.002	1.680	$0.006	1.680	$0.000
Total Revenue	**$1.605**	**$1.672**	**$0.067**	**$1.674**	**$0.002**	**$1.680**	**$0.006**	**$1.680**	**$0.000**
Expenses									
Labor:									
Payroll	$0.282	$0.288	(0.006)	$0.287	0.001	$0.288	(0.001)	$0.288	0.000
Overtime	0.690	0.704	(0.014)	0.704	0.000	0.704	0.000	0.704	0.000
Health and Welfare	0.466	0.509	(0.043)	0.513	(0.004)	0.517	(0.004)	0.517	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.092	0.094	(0.002)	0.094	0.000	0.094	0.000	0.094	0.000
Other Fringe Benefits	0.075	0.077	(0.002)	0.076	0.001	0.077	(0.001)	0.077	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	**$1.605**	**$1.672**	**($0.067)**	**$1.674**	**($0.002)**	**$1.680**	**($0.006)**	**$1.680**	**$0.000**
Non-Labor:									
Traction and Propulsion Power	$0.000	$0.000	0.000	$0.000	0.000	$0.000	0.000	$0.000	0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Depreciation	**$1.605**	**$1.672**	**($0.067)**	**$1.674**	**($0.002)**	**$1.680**	**($0.006)**	**$1.680**	**$0.000**
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$1.605**	**$1.672**	**($0.067)**	**$1.674**	**($0.002)**	**$1.680**	**($0.006)**	**$1.680**	**$0.000**
Net Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA STATEN ISLAND RAILWAY
July Financial Plan 2012 - 2015
Year-to-Year Changes by Category - Cash Receipts and Expenditures
($ in millions)

	Favorable/(Unfavorable)								
	2011	2012	Change 2012 - 2011	2013	Change 2013 - 2012	2014	Change 2014 - 2013	2015	Change 2015 - 2014
Receipts									
Farebox Revenue	$5.302	$5.406	$0.104	$5.484	$0.078	$5.578	$0.094	$5.663	$0.085
Other Operating Revenue	2.071	2.071	0.000	2.071	0.000	2.071	0.000	2.071	0.000
Capital and Other Reimbursements	1.605	1.672	0.067	1.674	0.002	1.680	0.006	1.680	0.000
Total Receipts	**$8.978**	**$9.149**	**$0.171**	**$9.229**	**$0.080**	**$9.329**	**$0.100**	**$9.414**	**$0.085**
Expenditures									
Labor:									
Payroll	20.913	17.580	3.333	17.902	(0.322)	18.225	(0.323)	18.541	(0.316)
Overtime	1.437	1.385	0.052	1.400	(0.015)	1.416	(0.016)	1.431	(0.015)
Health and Welfare	3.789	4.390	(0.601)	4.948	(0.558)	5.335	(0.387)	5.752	(0.417)
OPEB Current Payment	0.585	0.628	(0.043)	0.673	(0.045)	0.722	(0.049)	0.775	(0.053)
Pensions	4.092	5.942	(1.850)	6.111	(0.169)	6.361	(0.250)	6.623	(0.262)
Other Fringe Benefits	1.614	1.361	0.253	1.342	0.019	1.371	(0.029)	1.391	(0.020)
GASB Account	0.317	0.347	(0.030)	0.379	(0.032)	0.415	(0.036)	0.415	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**$32.747**	**$31.633**	**$1.114**	**$32.755**	**($1.122)**	**$33.845**	**($1.090)**	**$34.928**	**($1.083)**
Non-Labor:									
Traction and Propulsion Power	3.659	3.933	(0.274)	4.202	(0.269)	4.516	(0.314)	4.855	(0.339)
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.383	0.267	0.116	0.293	(0.026)	0.440	(0.147)	0.355	0.085
Claims	0.268	0.273	(0.005)	0.273	0.000	0.280	(0.007)	0.284	(0.004)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.520	2.621	(0.101)	2.668	(0.047)	2.749	(0.081)	2.846	(0.097)
Professional Service Contracts	0.408	0.415	(0.007)	0.416	(0.001)	0.427	(0.011)	0.434	(0.007)
Materials & Supplies	1.086	4.050	(2.964)	1.842	2.208	2.085	(0.243)	2.130	(0.045)
Other Business Expenses	0.005	0.005	0.000	0.005	0.000	0.005	0.000	0.005	0.000
Total Non-Labor Expenditures	**$8.329**	**$11.564**	**($3.235)**	**$9.699**	**$1.865**	**$10.502**	**($0.803)**	**$10.909**	**($0.407)**
Other Expenditure Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditures	**$41.076**	**$43.197**	**($2.121)**	**$42.454**	**$0.743**	**$44.347**	**($1.893)**	**$45.837**	**($1.490)**
Net Cash Deficit	**($32.098)**	**($34.048)**	**($1.950)**	**($33.225)**	**$0.823**	**($35.018)**	**($1.793)**	**($36.423)**	**($1.405)**

MTA STATEN ISLAND RAILWAY
2012 Preliminary Budget
July Financial Plan 2012 - 2015
Summary of Major Plan-to-Plan Changes

2011: July Financial Plan vs. February Financial Plan

Revenue Re-estimates

- A reduction in farebox revenue of $0.298 million is based on recent ridership trends.

Expense Re-estimates

- A $3.021 million reduction in pension costs reflects the impact of current actuarial projections.

- The $1.300 million increase in depreciation reflects the replacement of SIR's non-revenue fleet assets.

- The Budget Reduction Program savings of $0.400 million was mostly achieved from maintaining vacancies through the end of the year and its related overtime savings, and impact of material management efficiencies.

- Winter weather storms increased overtime expenses by $0.164 million.

Cash Adjustments

- Cash offset to depreciation expense increase of $1.300 million.

- Unfavorable timing of expenditures from 2010 of $0.049 million.

2012-2014: July Financial Plan vs. February Financial Plan

Revenue Re-estimates

- Lower farebox revenues of $0.313 million in 2012, $0.316 million in 2013 and $0.295 million in 2014, due mostly to a recent ridership trend.

Expense Re-estimates

- Pension re-estimates, to be more consistent with current actuarial information, resulting in reductions in expenses of $3.948 million in 2012, $3.500 million in 2013 and $3.395 million in 2014.

- A re-estimate of depreciation expenses, resulting in an increase of $1.300 million for each year.

- The addition of 10 hourly positions and expense increases of $1.116 million in 2012 and 2013, and $1.206 million in 2014 for Electronics Maintenance requirements in support of planned and on-going implementation of electronics equipment and systems.

- Expense increases of $2.694 million in 2012, $0.523 million in 2013 and $0.643 million in 2014 to replace several non-revenue vehicles that either have exceeded their useful lives, are in poor condition or pose a safety concern.

- Updated inflation assumptions resulting in expense increases of $0.334 million in 2012, $0.558 million in 2013 and $0.814 million in 2014.

Cash Adjustments

- Cash offset to depreciation expense increases of $1.300 million each year.

MTA STATEN ISLAND RAILWAY
July Financial Plan 2012 - 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

NON-REIMBURSABLE

	2011	2012	2013	2014
February Financial Plan Net Cash Deficit	**($34.771)**	**($33.539)**	**($34.212)**	**($35.455)**
Baseline Changes				
Revenue				
Farebox Revenue	(0.298)	(0.313)	(0.316)	(0.295)
Other Operating Revenue				
Capital and Other Reimbursement				
Total Revenue Changes	($0.298)	($0.313)	($0.316)	($0.295)
Expenses				
Labor:				
Payroll	0.250	(0.623)	(0.623)	(0.623)
Overtime	(0.134)	(0.050)	(0.050)	(0.050)
Health and Welfare	0.048	(0.328)	(0.640)	(0.764)
OPEB Current Payment	0.000	0.000	0.000	0.000
Pensions	3.021	3.863	3.415	3.310
Other Fringe Benefits	0.019	(0.089)	(0.043)	(0.052)
Reimbursable Overhead	0.000	0.000	0.000	0.000
Total Labor Expense Changes	$3.204	$2.773	$2.059	$1.821
Non-Labor:				
Traction and Propulsion Power	(0.090)	(0.096)	(0.078)	(0.082)
Fuel for Buses and Trains	0.000	0.000	0.000	0.000
Insurance	(0.046)	0.169	0.068	(0.047)
Claims	0.000	(0.005)	0.001	(0.001)
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.047)	(0.075)	(0.025)	(0.015)
Professional Service Contracts	0.000	(0.007)	0.002	(0.002)
Materials & Supplies	(0.001)	(2.955)	(0.724)	(0.942)
Other Business Expenses	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	($.184)	($2.969)	($.756)	($1.089)
Total Expense Changes before Depreciation & GASB Adjs.	$3.020	($.196)	$1.303	$.732
Depreciation	(1.300)	(1.300)	(1.300)	(1.300)
OPEB Obligation	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000
Total Depreciation and GASB Adjs. Changes	($1.300)	($1.300)	($1.300)	($1.300)
Cash Adjustment Changes				
Depreciation	$1.300	$1.300	$1.300	$1.300
Timing From 2010	($.049)	$.000	$.000	$.000
Total Cash Adjustment Changes	***$1.251***	***$1.300***	***$1.300***	***$1.300***
Total Baseline Changes	***$2.673***	***($0.509)***	***$0.987***	***$0.437***
July Financial Plan Net Cash Deficit	**($32.098)**	**($34.048)**	**($33.225)**	**($35.018)**

MTA STATEN ISLAND RAILWAY
July Financial Plan 2012 - 2015
Changes Between Financial Plans by Generic Categories
($ in millions)

REIMBURSABLE

	2011	2012	2013	2014
February Financial Plan Net Cash Deficit	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Baseline Changes				
Revenue				
Farebox Revenue				
Other Operating Revenue				
Capital and Other Reimbursement				
Total Revenue Changes	$.000	$.000	$.000	$.000
Expenses				
Labor:				
Payroll				
Health and Welfare				
OPEB Current Payment				
Pensions				
Other Fringe Benefits				
Reimbursable Overhead				
Total Labor Expense Changes	$.000	$.000	$.000	$.000
Non-Labor:				
Traction and Propulsion Power				
Fuel for Buses and Trains				
Insurance				
Claims				
Paratransit Service Contracts				
Maintenance and Other Operating Contracts				
Materials & Supplies				
Other Business Expenses				
Total Non-Labor Expense Changes	$.000	$.000	$.000	$.000
Total Expense Changes	$.000	$.000	$.000	$.000
Cash Adjustment Changes				
Total Cash Adjustment Changes	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Baseline Changes	***$0.000***	***$0.000***	***$0.000***	***$0.000***
July Financial Plan Net Cash Deficit	**$0.000**	**$0.000**	**$0.000**	**$0.000**

MTA Staten Island Railway
July Financial Plan 2012-2015
Summary of Major Programmatic Changes Between Financial Plans
($ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2011	2012	2013	2014
February Financial Plan Net Cash Deficit	**($34.771)**	**($33.539)**	**($34.212)**	**($35.455)**
Non-Reimbursable Major Changes				
Revenue				
Farebox Revenue	(0.298)	(0.313)	(0.316)	(0.295)
Sub-Total Non-Reimbursable Revenue Changes	(0.298)	(0.313)	(0.316)	(0.295)
Expenses				
Required Replacement of Non-Revenue Vehicles	0.000	(2.694)	(0.523)	(0.643)
Electronics Maintenance Requirements	0.000	(1.116)	(1.116)	(1.206)
Pension Re-estimates	3.021	3.948	3.500	3.395
Savings Programs	0.400	0.000	0.000	0.000
Revised Inflation Assumptions	(0.237)	(0.334)	(0.558)	(0.814)
Increased Overtime due to Storms Early in 2011	(0.164)	0.000	0.000	0.000
Depreciation Re-estimate	(1.300)	(1.300)	(1.300)	(1.300)
Sub-Total Non-Reimbursable Expense Changes	$1.720	($1.496)	$.003	($.568)
Total Non-Reimbursable Major Changes	$1.422	($1.809)	($.313)	($.863)
Reimbursable Major Changes				
Sub-Total Reimbursable Revenue Changes	0.000	0.000	0.000	0.000
Sub-Total Reimbursable Expense Changes	0.000	0.000	0.000	0.000
Total Reimbursable Major Changes	$.000	$.000	$.000	$.000
Total Accrual Changes	***$1.422***	***($1.809)***	***($0.313)***	***($0.863)***
Cash Adjustment Changes				
Depreciation	$1.300	$1.300	$1.300	$1.300
Timing From 2010	($.049)	$.000	$.000	$.000
Total Cash Adjustment Changes	***$1.251***	***$1.300***	***$1.300***	***$1.300***
Total Baseline Changes	***$2.673***	***($0.509)***	***$0.987***	***$0.437***
July Financial Plan Net Cash Deficit	**($32.098)**	**($34.048)**	**($33.225)**	**($35.018)**

MTA STATEN ISLAND RAILWAY
2012 Preliminary Budget
July Financial Plan 2012 - 2015
Ridership/(Utilization)

- A re-estimate of non-student ridership is projected to decrease ridership below the February Financial Plan by 0.144 million in 2011.

- 2012-2015 ridership growth is based on the April 2011 Global Insight NYC employment forecast, which projects lower annual employment growth than the August 2010 forecast used for the February Financial Plan in 2012, virtually the same employment growth in 2013, and higher employment growth in 2014 and 2015.

- Annual ridership is projected to be below the February Financial Plan by 0.157 million in 2012, 0.159 million in 2013, 0.144 million in 2014 and 0.130 million in 2014.

MTA STATEN ISLAND RAILWAY
July Financial Plan 2012 - 2015
Ridership/(Utilization)
(in millions)

	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
RIDERSHIP						
Fixed Route	4.370	4.376	4.444	4.498	4.563	4.622
	-	-	-	-	-	-
Baseline Total Ridership	**4.370**	**4.376**	**4.444**	**4.498**	**4.563**	**4.622**
FAREBOX REVENUE						
Fixed Route	$5.020	$5.302	$5.406	$5.484	$5.578	$5.663
	0.000					0.000
Baseline Total Revenue	**$5.020**	**$5.302**	**$5.406**	**$5.484**	**5.578**	**5.663**

MTA STATEN ISLAND RAILWAY
July Financial Plan 2012-2015
2011 Budget Reduction Plan Summary
($ in millions)

	2011		2012		2013		2014		2015	
	Positions[1]	Dollars	Positions[1]	Dollars	Positions[1]	Dollars	Positions[1]	Dollars	Positions[1]	Dollars
LIST of PROGRAMS										
Administration:										
	0	0.400	0	0.000	0	0.000	0	0.000	0	0.000
	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Sub-Total Administration	0	$.400	0	$.000	0	$.000	0	$.000	0	$.000
	0	0	0	0	0	0	0	0	0	0
Sub-Total Customer Convenience & Amen	0	$.000	0	$.000	0	$.000	0	$.000	0	$.000
Service:										
Sub-Total Service	0	$.000	0	$.000	0	$.000	0	$.000	0	$.000
Maintenance:	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Sub-Total Maintenance	0	$.000	0	$.000	0	$.000	0	$.000	0	$.000
Safety/Security:										
Sub-Total Other	0	$.000	0	$.000	0	$.000	0	$.000	0	$.000
Total BRP	***0***	***$.400***	***0***	***$.000***	***0***	***$.000***	***0***	***$.000***	***0***	***$.000***

[1] Reflects the impact of amendments on year-end positions.

MTA Staten Island Railway
July 2011 Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function:

Program: Hiring Freeze

Background Details:	The Authority currently has two (2) positions which have been vacant since 1/1/11. An evaluation of these titles indicates that a hiring delay for the General Mechanic for the remainder of 2011 and the elimination of the Janitor position will not significantly impact short term maintenance and operational goals. Furthermore, based on retirement application, one (1) additional vacancy is expected on 4/1/11 and two (2) vacancies are expected by 7/1/11.

Program Description/ Implementation Plan:	The Authority will institute a hiring freeze through 12/31/11 enabling a full year labor savings on two (2) positions, a prorate savings for one (1) beginning 4/1/11 and two (2) in mid-year. All vacancies will be re-examined for the 2012 budget cycle.		
Program Implementation Date:	**1/1/11**	**When will savings begin?:**	
		Are these savings recurring?:	**N**
Other Issues:			

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.320**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Reduction in Positions Required: (Action-Maintaining vacancies-Hiring Freeze) *(List Title of Positions)*	0	0	0	0	0

MTA Staten Island Railway
July 2011 Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function:

Program: OTPS Efficiencies

Background Details:	Material and Supplies expenditures required to support operations, maintenance and administrative business areas are periodically evaluated to review requirements of these business areas. Over time, changes in procedures and practices can possibly result in savings in this expense category.

Program Description/ Implementation Plan:	In an effort to improve the efficient use of SIR resources, SIR identified and revised material forecasts realizing a 5% savings in departmental requirements ensuring that proposed savings targets are realized.		
Program Implementation Date:	**1/1/11**	**When will savings begin?:**	
		Are these savings recurring?:	**N**
Other Issues:			

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.050**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Reduction in Positions Required:	0	0	0	0	0
(List Title of Positions)					

MTA Staten Island Railway
July 2011 Financial Plan 2012-2015
2011 Budget Reduction Plan Worksheet

Category by Function:

Program: PS Efficiencies

Background Details:	Overtime expenditures required to support operations, maintenance and administrative business areas are periodically evaluated to review requirements of these business areas. Over time, changes in procedures and practices can possibly result in savings in this expense category.

Program Description/ Implementation Plan:	In reviewing this expense, SIR has identified and revised procedures to more efficiently cover vacation relief, thereby yielding a 5% reduction in unscheduled overtime expense.		
Program Implementation Date:	**1/1/11**	**When will savings begin?:**	
		Are these savings recurring?:	**Y**
Other Issues:			

	Favorable/(Unfavorable)				
	2011	**2012**	**2013**	**2014**	**2015**
Financial Impact (Operating):					
Net Cash Savings (in millions)	**$0.030**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Reduction in Positions Required:	0	0	0	0	0
(List Title of Positions)					

MTA STATEN ISLAND RAILWAY
2012 Preliminary Budget
July Financial Plan 2012 - 2015
Positions

2012-2014: July Financial Plan vs. February Financial Plan

- An increase of ten (10) hourly positions for Electronics Maintenance requirements in support of planned and on-going implementation of electronics equipment and systems.

MTA STATEN ISLAND RAILWAY
July Financial Plan 2012 - 2015
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
Executive	10	9	9	9	9	9
General Office	10	7	7	7	7	7
Purchasing/Stores	6	5	5	5	5	5
Total Administration	**26**	**21**	**21**	**21**	**21**	**21**
Operations						
Transportation	93	91	91	91	91	91
Maintenance						
Mechanical	35	35	35	35	35	35
Car and Station Cleaning	18	18	18	18	18	18
Power/Signals	25	25	25	25	25	25
Maintenance of Way	47	48	48	48	48	48
Bridge and Buildings	20	21	31	31	31	31
Material Handling	2	2	2	2	2	2
Total Maintenance	**147**	**149**	**159**	**159**	**159**	**159**
Engineering/Capital						
None	-	-	-	-	-	-
Public Safety						
Police	-	-	-	-	-	-
Baseline Total Positions	**266**	**261**	**271**	**271**	**271**	**271**
Non-Reimbursable	263	258	268	268	268	268
Reimbursable	3	3	3	3	3	3
Total Full-Time	266	261	271	271	271	271
Total Full-Time Equivalents	-	-	-	-	-	-

MTA STATEN ISLAND RAILWAY
July Financial Plan 2012 - 2015
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2010 Actual	2011 Mid-Year Forecast	2012 Preliminary Budget	2013	2014	2015
Administration						
Managers/Supervisors	12	12	12	12	12	12
Professional, Technical, Clerical	14	9	9	9	9	9
Operational Hourlies	-	-	-	-	-	-
Total Administration	26	21	21	21	21	21
Operations						
Managers/Supervisors	8	8	8	8	8	8
Professional, Technical, Clerical	4	4	4	4	4	4
Operational Hourlies	81	79	79	79	79	79
Total Operations	93	91	91	91	91	91
Maintenance						
Managers/Supervisors	7	6	6	6	6	6
Professional, Technical, Clerical	3	3	3	3	3	3
Operational Hourlies	137	140	150	150	150	150
Total Maintenance	147	149	159	159	159	159
Engineering/Capital						
Managers/Supervisors						
Professional, Technical, Clerical						
Operational Hourlies						
Total Engineering/Capital	-	-	-	-	-	-
Public Safety						
Managers/Supervisors						
Professional, Technical, Clerical						
Operational Hourlies						
Total Public Safety	-	-	-	-	-	-
Total Positions						
Managers/Supervisors						
Professional, Technical, Clerical	27	26	26	26	26	26
Operational Hourlies	21	16	16	16	16	16
Baseline Total Positions	218	219	229	229	229	229
	266	261	271	271	271	271

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